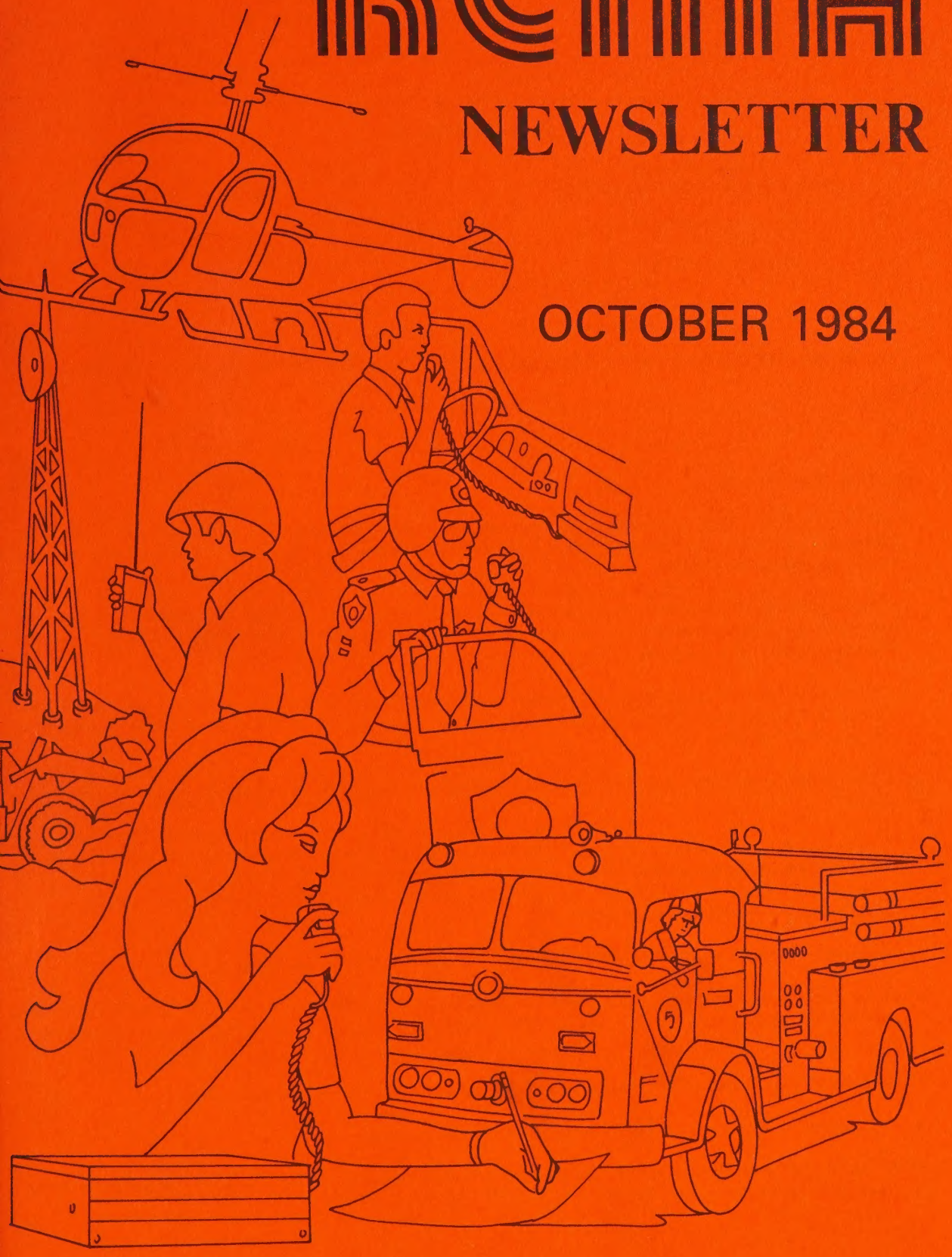
RCMA

NEWSLETTER

OCTOBER 1984



FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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RCMA REPRESENTATIVES TO THE ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

Jerry Short (CA-OR-002)

FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER
Issue 104 October 1984
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RCMA, P.O. Box 4563, Anaheim, CA 92803

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ATTENTION ~

TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS -

PLEASE ADDRESS ALL CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

CAROL RUTH
RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 - 6 WEEK DELAY.

The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20.00, South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted © .
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RCMA

...Calendar...

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4653, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

R.C.M.A. Greater L.A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

Meeting Location: Mercury Savings & Loan, Valley View and Lincoln
Buena Park, CA, 2nd floor(elevator in rear)
Unless otherwise noted meetings are on the 4th
Friday of the month and start at 8:00 PM

September 28 FRIDAY Tour Huntington Beach Police Department 8>00 PM
2000 Main St (Near Yorktown) Huntington Beach, CA

NOTE: This tour is scheduled at this time due to the fact that Mr Gene Hughes has a conflicting schedule and will be out of the area at this time. We will start our Tenth Year officially next month.

October 27 FRIDAY Special Guest Speaker Mr. Gene Hughes, Editor Police Call
8:00 PM Mercury Savings & Loan

Mr. Gene Hughes (CA-LA-006) will be the kick off speaker for the for the start of The Radio Communications Monitoring Associations 10th year.

November 16 FRIDAY Note this is the 3RD Friday of the Month.

TOUR - Orange County Fire Department Station 91 Dispatch Center.
180 S. Water Street, Orange, CA (cross street Almond) 8:00 PM

December 28 FRIDAY -- No meeting

January 25 FRIDAY Special Sharing Session
8:00 PM Mercury Savings & Loan

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Saturday September 22, 1984 1:00 PM
Saturday November 10, 1984 1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other item which may be scheduled on short notice.

Calendar continued

R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc) non members are welcome to attend.

All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503

Austin Area Radio Listeners Meeting

Meeting every 3rd Tuesday 7 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. box 5053, Austin Tx 78763

June 19, 1984
July 17, 1984
Aug 21, 1984
Sept 18, 1984
Oct 16, 1984
Nov 20, 1984
Dec 18, 1984

Southern New England Scanners Club

Contact Robert Murphy SNEC President 401-353-0208
P.O. Box 1591, Pawtucket, RI 02862

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
August - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-83 issues are available at $1.50 per copy.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1
$ 5.50 - $10	$2
$10.50 - $15	$3
$15.50 - $25	$4
$25.50 - $35	$5
Over $35	$6

Send your request & check/ M.O. (payable to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

OCTOBER 20 SOUTHERN CALIORNIA AREA DXERS (SCADS) has a meeting 9:30 AM to 4 PM at Village View School Auditorium, 5361 Sisson Drive, Huntington Beach CA. All DXers welcome. For details send a SASE to Don Schmidt, SCADS, 3809 Rose Ave, Long Beach, CA 90807

OCTOBER 20 Informal meeting of DXers in Louisville, KY. Everyone welcome, at local Holiday Inn. For information and details send a SASE to Ted Fleischaker, 3023 Tremont Drive, Louisville, KY 40205

NEW ADDRESSES OF ANARC RADIO CLUBS:

Miami Valley DX Club, 700 St. Mary's Lane, #227-C, Frankfort, Indiana 46041
SPEEDX, 7738 East Hampton, Tucson, Arizona 85715
Club Ondes Courtes Du Quebec, C.P. 37, Succ. Youville, Montreal, Quebec, H2P 2V2, Canada (billetin printed in French)

Radio Earth International, 1721 Sherman Ave., Evanston , IL 60201 will send you their program schedule if you will send them a SASE. Radio Earth is one of the new commercial shortwave stations, and has reached quite high in the listener ratings.

THE GUIDE --the best buy for 37 cents in the world.-- Actually for 37 cents you only get a sample copy, but the sample I received was the best short wave magazine I have ever seen. For a copy send 37 cents to Miller Publishing, 424 West Jefferson Street, Media Pennysylvania 19063 in Canada 70 cents or 2 ircs

Grant Manning of RADIO WEST has a new catalog for various radio equipment and related items. Send him a SASE to get his catalog and to get on his mailing list. RADIO WEST specializes in modifications to shortwave radio receivers and in satellite TV receivers. Write to him at RADIO WEST, 3417 PURER ROAD, ESCONDIDO, CA 92025 (619) 741-2891

Gerry Dexter's latest book 'CLANDESTINE CONFIDENTIAL' was given a two and 1/4th page promo in the July issue of The ANARC Newsletter. It includes a station address list and a breakdown of who is active now and who was yesterday. $8.95 + $1.75 postage USA and Canada. from UNIVERSAL ELECTRONICS 4555 Groves Rd. Suite 3, Columbus, OH 43232 (614) 866-4605

The Clandestine Confidential Newsletter is a new monthly newsletter that specializes in new clandestine stations. $10.00 per year RR4 Box 110 Lake Geneva, WI 53147

The July ANARC Newsletter which arrived 25 July contained plugs for publications of two of our RCMA members. Your editor has subscriptions to both and would recommend them.

MONITORING TIMES a monthly tabloid style publication, with up-to-date information on all aspects of radio listening. $10.50 /year $20/2-years. Editor is Bob Grove NC 006. To subscribe, write to Grove Enterprises, Inc. 140 Dog Branch Road, Brasstown, NC 28902

POPULAR COMMUNICATIONS a monthly magazine found at news stands edited by Tom Kneitel NY 154. This publication covers all aspects of radio listening with several indepth articles on history etc. Well worth subscribing for. The address is CQ PUBLISHING, INC., 76 N. Broadway, Hicksville, NY 11801.

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

Although this column will appear in October, I am writing it in early August. I've mentioned this because the realization that summer will end all to soon has prompted the column this month. Something in the air of a waning summer seems to inspire a need to learn in many of us. Whether it is the result of conditioning by years of returning to school in the fall, or just a sense of 'time is running out--let"s make the most of what remains', it does occur, so let's take advantage of that impulse and resolve to learn something new about this hobby we share.

Learning can take many forms. In the RCMA, it might be choosing to study an area that has been of little interest to you in the past. For example, 'Skip' is a subject that could be your learning target. Everyone who owns a scanner can remember times when the dispatcher spoke with an unusual accent; sometimes it was a different language! Didn't you wonder where it came from and why you received it? We have a very dedicated editor for this column. He makes it easy to learn about the subject. So as you settle down to read the monthly newsletter, try something new and don't (ahem) SKIP this column in your perusal. There are many other special interest columns that some of us never bother to read, but we may be missing a chance to learn something that will really help us in our scanning.

Maybe you'd prefer to learn about the people on the other end of the radio. Many cities and towns have yearly open houses at their public safety facilities. Nearly every week the volunteer fire companies have programs for learning in my area. How do I know? Because the dispatcher announces the schedule daily and I hear it as I monitor. Attending one of these events could change your life should you decide to continue as a volunteer.

Opportunities for learning about fellow hobbyists are becoming available in many more locations, throughout our country. Check the calendar at the front of our newsletter to see if there is a chapter for your area. Some of these chapters such as L.A. and Chicago include members with nearly a decade of learning and experience. You may have more to contribute than you think. Don't be dismayed if there isn't a chapter close to you. Take advantage of our Contact/Info column to find members in your listening area. This is the way that most of our chapters have been formed.

I hope that these few suggestions for fulfilling that autumnal urge to learn will be of help and that you"ll take advantage of the many opportunities Don't forget that when you do learn something new, we'd all like to hear it too. Share it with us!

Write Soon,

Ginny

YOUR THOUGHTS Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

To the Editor:

I am very excited about the RCMA Newsletter. I've been a member for three years and have seen significant changes which lead me to believe that it can only get better. You and the rest of the stagg are doing a great job! I have written to several editors and found something of a lack of cooperation with some, but in contrast, a letter I wrote to Mike Britt concerning winter skip from California received a very surprising reply. Not only did Mike answer my question concerning a particular frequency, but in a very informative 2½ page letter I received the entire SOP of the California Highway Patrol. Mike did an excellent job, for which I am grateful.

One editor made the comment a few months back that those who do not contribute are just living off the other members information. While this may be true in some cases, I also feel that the life style of many members should be considered. Members who have families and who have extremely busy schedules just do not have enough time to sit down and do serious searching or investigative work as perhaps a student or retiree. I think that most members try to contribute at least something and that is better than nothing. Anyway, the newsletter seems to be in great shape and I only hope that the current editors remain for a while because they are doing a terrific job.

Arnie Miller(MD 054)

To the Editor:

I am writing in response to the comments made regarding autonomous regional columns. (Re Aug. Your Thoughts) I strongly disagree with this philosphy because, in my opinion, a specialized editor would be better qualified to answer questions or provide additional information on his subject than a "Jack of all Trades) regional editor. In addition to that, it is easier to spot patterns of use, slang, and other details when all related information is in one column. A regional editor may have a tough time getting information to answer a question on Coast Guard procedures, for example, while the Marine Editor may have it readily available.

I have no problem at all with sending Business Marine, etc. frequencies 'back east'. They will get published just the same. I feel our 'specialty' column editors have been doing a fine job.

Jim Sokol (CA-SF-030)

RCMA General Manager

After reading the letter in the August issue from George DuBois concerning the acknowledgement of input to the regional columns a thought came to mind. Does he realize that the expense for mailing the acknowledgements would come out of the pocket of the regional editors. The least he and others could do is enclose the post card or prestamped envelope for the editors to return to him. I know the 13 cents doesn't sound like much but multiply it by 100.

I do have to agree with him in the matter of all regional information be placed in the regional column. The special editors could still write a column on their specific areas and add the enlightning information that most of us dummies fail to remember or search out.

He also brought up another idea that I think would be nice. Why not have several of us with computers keep a list of the area/State members. Ken Pehl and I have gone back to

the first printing of members TX-001 and have made up just such a list. We are unable to maintain it as to members who have moved or failed to renew but we do the best we can. The list is for our information only and will stay that way. We both realize that some members do not want to be bothered by other scanner nuts. (Are they also the ones who never get much out of their radios?)

Enjoy your Thoughts column and did miss them the past couple of months but feel sure you will be back shortly.

Ed Lentz TX-045

Ed

To the Editor:

Just to let the membership know that, I, for one, am in total agreement with George DuBois' letter published in the August newsletter, regarding a section or division editor of a given area being responsible for all frequency info pertaining to that area. I believe that in most cases a person is much more interested in info pertaining to his own listening area, than in an area a thousand miles distant.

In the past, I have contributed to the P.S. Southeast, as well as to the Business section. I have seen some of my contributions in print, and some I have not. Maybe the ones that were not published were lost, but without some sort of acknowledgement from the editor concerned, I will never know. Thanks for listening.

Lewis Harvey (GA 08)

Ginny:

Last year's photos of the new Regency scanners turned out to be the most popular column I've done. I still get questions on these radios. A lot of people seem to be interested in adding bells & whistles, or at least more frequency range, to their systems. Now I'll answer all these questions at once.

The MX 7000 (20 ch. 25-1000 MHz) and the legendary Regency / Fanon 25-550 MHz handheld are apparently still engineers' dreams. Shipping is ???, and many advertisers have stopped listing them.

The HX 1000 (20 ch. handheld, usual bands) is selling like hot cakes. Our local store sold the display sample before I could get there, despite my hearing about it on the "ham" radio while only a few blocks away. Prices go as low as $210 discounted. I used one at a swap meet where hundreds of hams were yakking away on their HT's, and there was no intermod, even when my ICOM ham unit was overloading.

I was a bit disappointed in the HX 1000's workmanship. It was obviously prettied up for the picture. The chassis is metal, but the case is the usual crummy, non-waterproof plastic. Makes you wonder, since Regency makes a marine radio in the same case.

The MX 5000 exceeds my expectations. It's a neat little (smaller then a Touch 100) scanner. Coverage is from 25 to 550 MHz, continuous. Apparently the oscillator runs continuously too, and the mixers use up conversion. If so, this is a new state of the art. It sounded great in the store, but at $600 list ($400 discounted) it's a toy for the rich.

I like the Radio Shack hand-held a lot. It covers aircraft, and is made by the same Japanese folks who do Regency's assembly. This could be why they never made very many. With a $315 list, no discounts (no competition), and having to know a Shack manager to get one (providing he doesn't buy it himself), I've become thoroughly disgusted with this radio.

As you can see, I think the prices of today's radios are starting to lose touch with reality. The customers expect their gear to do everything, and they are going to pay for it. Everybody is happy except beginners, who find a cheaper pursuit like mountain climbing or Indy car racing.

The survey in the July issue was most illuminating. I think the media column is a great idea, and that the movie industry should be covered as well. I hereby offer to edit it.

Hugh Stegman

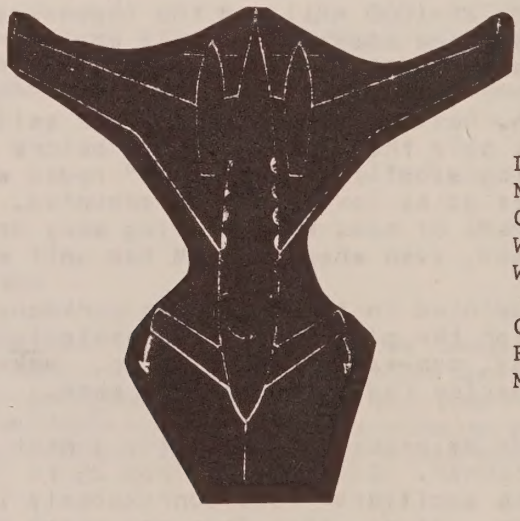
Aircraft

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

SGT David N. Silva, H&HS Crash Crew, MCAS-H New River, Jacksonville NC 28540

Hello, and welcome to this months Aircraft Column, I hope everyone out there in radio land is having a good summer.

First on the agenda for this month is some interesting news from the world of aviation. Being a Beechraft fan I was rather impressed to see some information on a new plane being manufactured by Beech. Titled "Starship 1", its radical design almost puts the plane in the same class as a Klingon Battle Cruiser or Rebel X-wing fighter. The Starship 1 will and is being made of mainly composite materials. With 2 1000Hp fanjets mounted on it's delta wing in the "pusher" mode the passengers will ride in a quieter cabin while the cruising speed will be around 370 knots. As shown in the picture, the front wing or canard will be able to move forward or remain swept back to improve its lift. Radio equipment will be supplied by Collins and the plane can be yours for around $2.9 million dollars.

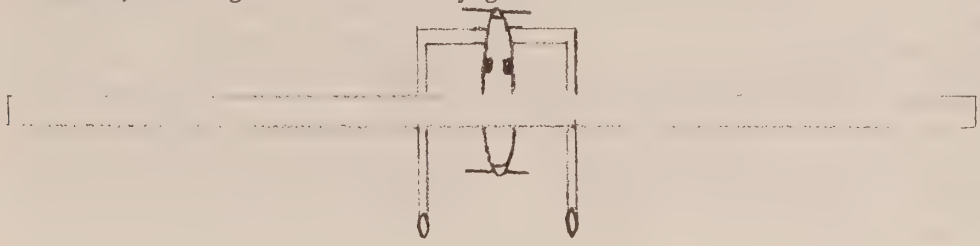


LENGTH: 45.4FT.
MAIN WINGSPAN: 54.6FT.
CANARD: 26.5FT.
WINGLETS: 7.7FT.
WEIGHT(WITH 8-10 PASSENGERS): 12,500LBS.
CEILING: 41,000FT.
RANGE: 2,000MI.
MAX. SPEED: 400MPH.

On a lighter note, Aircraft designer Burt Rutan has introduced the "Rutan Voyager" a radical airplane designed to fly around the world nonstop and unrefueled! The planned flight will cover approximately 25,000 miles and at a speed of 100 knots it will take 12 days. Dick Rutan and Jeana Yeager will be the pilots.

As far as communications are concerned the Voyager will be equipped with VLF/Omega, VHF and HF communications gear. The aircraft will have a takeoff weight of

11,300 Lbs., a wing span of 111 feet with a chord of only 37 inches, and carry 1,400 gallons of fuel stored in the wings and the two outer pods. Below is a very bad(but the best I can do) drawing of the Rutan Voyager.



It seems that blimps will once again roam the skies as part of the U.S. Military aircraft inventory. The U.S. Coast Guard is currently testing an airship that was Manufactured by Airship Industries Inc. Word has it that the blimp will be used for surveillance and patrolling of the 200 mile fishing zone off the east coast. It is reported to have a crew of five but that has not been confirmed. The ship is currently stationed at C.G.A.S. Elizabeth City, N.C. I do not have any further information on radio equipment, size or callsign. Any information will be greatly appreciated.

If you are like me, airshows are something I always enjoy going to. There are always piles of information and souvenirs to remind you of the day. Its not the best place to take pictures unless you like 10,000 people in front of the plane you were trying to photograph. Frequencies abound at airshows and are usually in plain sight just waiting for you to come along and copy them down. Thinking that maybe a few of you at least enjoy going to an airshow, below is a list of airshows for the months of September, October and November, where the Thunderbirds (TB), Blue Angels (BA) and Golden Knights (GK) will be performing. The Canadian Snow Birds (CSB) will be on location to perform at two sites in September as listed below.

SEPTEMBER 1984

1-2	Toronto, Ontario	TB	22	Virginia Beach, VA.	BA
1-2	Aurora, IL.	GK	22-23	Broomfield, CO.	TB
1-3	Cleveland, OH.	BA	22-23	Atlanta, GA.	GK
8	Griffiss AFB, NY	TB	22-23	Latrobe, PA.	GK
8-9	Nashville, TN.	BA	23	Oceana NAS, VA.	BA
8-9	Helen, GA.	GK	29	Pueblo, CO.	TB
9	Springfield, IL.	TB	29	Iowa City, IA.	GK
15-16	Carswell AFB, TX.	BA	29-30	CFB Shearwater, N. Scotia	BA/CSB
15-16	Reno, NV.	TB/CSB			
15-17	Nimjegen, Netherlands	GK			

OCTOBER 1984

6	Kirtland AFB, NM.	TB	17	Columbus AFB, MS.	TB
6-7	El Paso, TX.	BA	20	Homestead AFB, FL.	TB
6-7	Houston, TX.	GK	20	Hurlburt Field, FL.	GK
7	Houston, TX.	TB	20-21	Point Mugu NAS, CA.	BA
7	Holloman AFB, NM.	GK	21	Cherry Point MCAS, NC.	TB
13	San Francisco, CA.	BA	21	Tyndall AFB, FL.	GK
13	Shaw AFB, SC.	TB	27	Edwards AFB, CA.	TB
13-14	Rockford, IL.	GK	27	Columbia, SC.	GK
13-14	Lake Charles, LA.	GK	27	Nashville, TN.	GK
14	China Lake NWC, CA.	BA	27-28	New Orleans NAS, LA.	BA
14	Robins AFB, GA.	TB			

NOVEMBER 1984

3	Norton AFB, CA.	TB	10-11	Pensacola NAS, FL.	BA
3-4	Kissimmee, FL.	BA	10-11	Phoenix, AZ.	GK
4	George AFB, CA.	TB	12	Vandenburg AFB, CA.	TB
10	Nellis AFB, NV.	TB	17	South Bend, IN.	GK

Here are some airfield frequencies for the state of California. I would like to hear from you aircraft buffs and radio monitors soon. It is your column, I'll do whatever you want to make it interesting. Just tell me what you want.

Aircraft continued

HAWTHORN MUNI - HHR

Tower ---------- 121.8 (257.8)
Ground --------- 125.0
Traffic Advisory ---- 121.1
ATIS ---------- 118.4
Los Angeles APP CON - 124.5 (381.6)
124.9 (269.0)
128.5 (360.7)
Los Angeles DEP CON - 124.3 (363.2)
125.2 (385.4)
Los Angeles VORTAC -- 113.6 LAX

TUSTIN MCAS-H - NTK

Tower ---------- 384.3
Ground ---------- 380.8
Local Tower Discrete -- 344.2
Tower (FM) ---------- 41.95
ATIS ---------- 384.3
Clnc Del. ---------- 274.9
Orange County APP/DEP - 379.9
FSS Ontario - Coast APP CON -
----- 133.35 (380.2)

I must congradulate Joe M. Lewis (MD-015) as being the first member to send me any information, and good info. to boot! Thanks very much Joe.

Here are some corrections to the June 1984 Aircraft Column regarding airline info from ARINC (Aeronautical Radio Inc.).

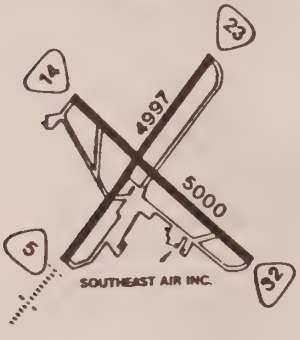
American ------- 129.2 NOT 129.225
Eastern UHF ---- 460.750 KLN-856 NOT 460.700
ARINC ---------- 464.325 W2U-522
Continental ----- 460.850 KN3F-350
Air France ------ 460.875 KVV-361

Here is some more information from the Dulles Airport Police(corrections).

DEPART ---------- EAST - 120.45
WEST - 125.05
APPROACH ---------- EAST - 126.1
WEST - 119.2
Dulles Lounges ---------- 169.325
Airtrans buses, Dulles and National ---------- 452.650
Dulles Marriott ---------- 154.540 KVJ-336 & 35.08 KKN-858
Baltimore-Washington (BWI) limo and buses ---------- 43.840 KAS-454
Avis ---------- 464.675 KSU-715

I'll close this month with a listing and picture of the New Bedford Municipal Airport in Massachusetts. If you live around that area, try the food at the airport restaurant, its very good.

NEW BEDFORD MASS
New Bedford Municipal EWB



Coordinates: N41-40.6, W070-57.5
Elevation: 80'
APC Frequency: OQU 125.9
Localizer: 109.7
Tower Frequency: 118.1
Ground Control: 121.9
Dep. Control: OQU 125.9
Unicom: 122.95
Runway Surface: Asphalt
Lighted: VASI, REIL, MIRL Rwy 14-32
AIRL Rwy 5-23
Fuel: 80 100 JET A
Traffic: Tower
Repairs: Major
NDB:
NDB: NEFOR 274
Weather: 1800 962 3550
Flight Service: BOS — Moving BDR
F.B.O.: SOUTHEAST AIR INC.

It's back to the hanger for me, until next month . . . . Happy Monitoring!

Beginners ?????? Corner

If you are new to monitoring, or have something you don't understand, please write to me at the address given below and I will try to answer your question. When possible, your questions and answers will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

Bob Quinlan, 4243 N. Melvina, Chicago, IL 60634

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to: Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Welcome to another chapter in the ongoing saga of "Busines Band" activity.
Thought for the Month: Middle age is when you finally know your way around but don't feel like going.
With that in mind, on to the goodies. This month we finish up the fine contribution by Bob P. (IL-267). Please remember, when you do submit your contribution, that if I can not read it, then I can not print it.

CHICAGO AREA CONFIRMED SCANNER FREQUENCIES

compiled by Bob Parnass, AJ9S, for the
Indian Hill Amateur Radio Club and RCMA Chicago Chapter

notes:

1. This list is NOT FOR SALE!

2. Please send any additions or corrections to:

   Bob Parnass
   530 Kiowa
   Naperville, Illinois 60565

3. Most frequencies in the 450 - 512 MHz band are paired, that is, each channel consists of two frequencies:

   - In the 450 - 470 MHz part, the two are always exactly 5.0000 MHz apart (e.g. 451.000/456.000, 461.675/466.675).

   - In the 470 - 512 MHz part, the separation is exactly 3.0000 MHz (e.g. 470.7875/473.7875).

   Base stations, repeaters, and mobile relays always transmit on the lower of the two; mobiles may use either. In a repeater system, the mobiles and control stations must use the higher frequency of the channel pair.

4. The author wishes to thank Brandt Niemuth, Mike Yanul, Ron Kukuk, Dave Findling, and others for their contributions to this list.

5. The following abbreviations are used in this listing:

   - h = heard/verified by Bob Parnass

   - o = reported as heard/verified by other listeners

   - it = frequency is used by itinerant stations

   - mo = frequency is for mobile only, repeater input

   - pg = paging frequency

   - 2w = frequency is used by low power transmitters

Business, Etc. continued

h KTN369	151.1000		IL: IDOT, Emerg Ptl Svc, Minutemen (Schaumburg, Hillside)
o ?	47.1400		IL: IDOT, Kendall/Grundy/Lasalle, PL3Z, dispatcher (Ottawa)
o ?	47.3800		IL: IDOT, Kendall/Grundy/Lasalle, PL3Z, mobiles (Ottawa)
h ?	47.3000		IL: IDOT, McHenry/Lake, PL2Z, dispatcher
o ?	47.3800		IL: IDOT, McHenry/Lake, PL2Z, mobiles
h KZZ494	150.9950		IL: IDOT, road crews (Hillside)
h KSJ281	150.9950		IL: IDOT, road crews north of I-290 (Chicago, Plato)
o KSJ281	151.0700		IL: IDOT, road crews south of I-290 (Joliet)
h several	155.0550		IL: Radio Emergency Answering Channel, IREACH
o KA5825	42.7600		IL: Sec of State & Conservation Police, mobile
h KNEN310	151.4450		IL: Sec of State & Conservation Police, repeater
o KVK325	39.8000		IL: Sec of State, base
o KYN304	461.3500		Illinois Armored Car Corp, security, scrambled
h KRU211	451.3250		Illinois Bell Telephone, maintenance
h KUM532	451.3250		"
h KQU828	451.3500		Illinois Bell Telephone, maintenance (Aurora, Gurnee)
h ?	451.4500		Illinois Bell Telephone, maintenance (Elgin)
h KDA814	451.3000		Illinois Bell Telephone, maintenance (Joliet, Woodstock)
h ?	472.9500		Illinois Bell Telephone, mobile phone (Aurora)
h KBM461	161.2050		Illinois Central Gulf, RR, Chicago Police
h WCA841	466.2250	mo	Industrial Electronic Svc (Aurora)
h KVQ641	461.2250		Industrial Electronic Svc (Chicago)
h KJ6348	461.2250		Industrial Electronic Svc (Northlake)
h KRH828	463.3250		Industrial Patrol Svc Corp, security (Chicago)
h KM9985	468.3250	mo	"
h WBQ92	468.3250	mo	"
h KSH756	35.1200		Ingmire Large Animal Clinic Ltd, veterinarians (Joliet)
h KSD581	461.6000		Intercontinental Security (Chicago)
h KM3766	466.6000	mo	"
h ?	461.2000		JC Penney, stores, delivery trucks
h KSX876	461.3250		Jefferson County Heating (Jefferson, WI)
o KXV735	464.8750		Jefferson Square, shopping center (Joliet)
h KOK302	151.8950		Jim's Livery (Chicago)
h KEV632	461.8000		Johansen & Anderson Inc, ice machine repair (Joliet)
h KSC542	152.4500		Joliet Checker Cab Inc, dispatcher (Joliet)
h KSC542	157.7100		Joliet Checker Cab Inc, mobiles (Joliet)
h KIM977	453.0000		Joliet Herald News, paper delivery trucks (Joliet)
h KSL787	151.6550		Joliet Junior College, id="JJC" (Joliet)
h KSL787	151.9250		Joliet Junior College, security, id="JJC" (Joliet)
o KNET336	856.4375		Joliet Police, F1 (Joliet)
o KNET332	857.4375		Joliet Police, F2 (Joliet)
h KFL991	464.8250		Joliet Twp Animal Control Center, simplex (Joliet)
h KLL440	153.0500		Jones & Laughlin Steel Co, voice tape id (Hennepin)
h KBJ389	464.4750		Joyce Cable Inc/aka Village Communications, CATV (Lockport)
h KFP759	461.1750		Judd, Philip (Chicago)
h WBZ89	461.1750		Judd, Philip (Norridge)
h KM9875	466.1750	mo	"
o KN5476	154.5700	2w	K & R Delivery (Chicago)
h KVK228	471.8375		Kaiser, Mary Frances, id="North Shore" (Chicago)
h KZ9203	474.8375	mo	Kaiser, Mary Frances, id="North Shore" (Skokie)
h WWB57	474.8375	mo	"
h WZH937	472.2125		Keeshan Charter Svc, limo, id="KCS" (Chicago)
h KE3938	475.2125	mo	"
h WFX643	475.2125	mo	"
h KMV603	154.5150		Ken's Gravel Svc (Naperville)
h KXO692	151.5200		Kendall-Grundy Farm Svc (Morris)
h KXO694	151.5200		Kendall-Grundy Farm Svc (Yorkville)
h KSH256	151.7450		Kil Bar Electric, id="KB#" (Chicago)
h KAX703	461.3250		Kleen Way Disposal Svc Ltd (Chicago)
h KDD873	451.9500		Kuhn, Harry/aka Harry W Kuhn Redi-Mix Concrete Inc (Carol Strea
o KLP455	151.7450		Lake Zurich Cab Co (Lake Zurich)
o KTO570	155.8350		Lake Zurich Rescue Squad (Lake Zurich)
h KLV256	154.5150		LaMantia Motors, Ben LaMantia (Downers Grove)
h KYT863	154.5150		Larry Coward (Cortland)
h KTY215	151.7450		Larson, Elmer Inc, id="L#" (DeKalb)
o KAC9310	462.6000		Lee Communications/aka Gary Lee, traffic reports (Chicago)
h KGP552	463.4000		Leonard Ambulance Svc Ltd (Glen Ellyn)
o KWS232	451.2750		Let George Do It Home Repairs, bad call (Naperville)
h KWE775	154.5150		Lewis University, security (Romeoville)
h WAF729	472.0625		Life Newspapers (Berwyn)
o KUU264	464.9750		Lincoln Mall, shopping center (Matteson)
h KBJ742	461.1000		Lincoln Towing (Chicago)
h KSI331	151.5650		Lindahl Bros Excavating, construction (Bensenville)
h KGU974	151.8650		Little Italian restaurant aka/Del Sue Inc (Naperville)
o KQR796	463.8250		Lockheed Corp, maintenance (Chicago, O'Hare Airport)
h KCJ361	464.3750		Lombards Refuse Disposal (Lombard)
h KUT721	152.0075		Loyola University Medical Ctr, paging, cw id (Hines)
h KLZ956	464.9250		Luebke Concrete Contractors, simplex (Naperville)
o KUN502	154.5150		Lutheran General Hospital (Chicago)

h	WBS850	461.2250	M & S Transport (Stickney)
o	KXT821	151.6550	Marriott Hotel (Lincolnshire)
o	KNAW521	151.7750	Marriott Hotel, paging, cw id (Oakbrook)
h	KKY657	464.8750	Marriott Hotel, vans, security, paging, cw id (Chicago)
o	KLW554	464.8750	Marriott O'Hare hotel, courtesy vans, security
h	KZF574	151.6850	Marshall/Frank Marshall Electric Inc (Aurora)
o	KUL616	151.8950	Maryville Academy (Des Plaines)
h	?	471.8625	McCormack Display Contractor, id="MDC" (Chicago)
h	WIF588	474.8625 mo	"
h	WCN775	472.6875	McDonald's Corp, paging (Oakbrook)
h	KB8167	475.6875 mo	"
h	KEK335	461.6750	McKee Door, door repair & install, id="M#" (Aurora)
h	KZ8991	466.6750 mo	"
h	WCB606	466.6750 mo	"
h	KO9830	464.3000	McKeon Funeral Home/aka William Dunn, ambulance svc (Oswego)
h	WGV465	469.3000 mo	"
h	KZA513	464.3000	McKeon Funeral Home/aka William Dunn, ambulance svc (Sugar Grov
o	KAB1482	462.5750	McNeil Hospital, security (Berwyn)
h	KTA796	471.3875	Meade Electric, traffic signal repair crews (Naperville)
h	KNDM562	463.0250	Med 2, ambulances/Edwards Hospital (Naperville)
h	KZA286	163.2500	Mercy Center for Health Care Svcs, paging (Aurora)
h	KUA893	31.4400	Meyer Material Co, concrete trucks (Naperville)
o	KJB416	154.5400	Meyer Patrol & Watch, security agency (Des Plaines)
h	KNAL348	153.1100	Middle States Communications, cw id (Oakbrook)
o	KIX700	464.3750	Midway Motor Lodge, hotel (Elk Grove)
o	KSU367	461.5500	Midwest Security Agency (Chicago)
o	KVM455	151.2950	Milwaukee Zoo, entertainment (Milwaukee WI)
h	KA4932	153.1100	Mobil Oil Telcom, Joliet refinery (Elwood, USA-wide)
h	KBB568	451.9500	Monarch Asphalt Corp (Skokie)
h	WDK784	461.2500	Morris CATV Assn, CATV svc trucks (Morris)
h	WQB797	453.4500	Morton Arboretum, entertainment (Lisle)
o	WRI241	461.4250	Motor World Hotel Co (Chicago)
h	KH5418	151.9550	Motorola Inc (Naperville)
h	KH5418	151.6250 it	Motorola Inc (USA-wide)
h	KAZ418	151.6250 it	Motorola Inc, call assigned to someone else in '84 fiche (USA-w
h	KAZ972	151.6250 it	"
h	KLL931	462.9000 pg	Motorola Inc, paging, cw id (Rolling Meadows)
o	KM6210	469.8250 mo	Museum of Science & Industry (Chicago)
h	?	154.5400	Naper Cab, dispatched by Winkler's Mobil (Naperville)
h	KZJ532	154.0250	Naperville Electric Dept.
h	KGO484	151.7750	Naperville Excavating
h	KQS779	151.3100	Naperville Park Distr: Police, Sr Van, Dial-a-Bus
h	KSI447	154.1000	Naperville Public Works (Road Dept.)
h	KUA940	152.9300	Naperville Ready Mix
h	KBS402	472.2375	National K-9 Security aka/National Dog Training (Northbrook)
h	KB8002	475.2375 mo	"
h	WCN699	475.2375 mo	"
o	KBS402	452.2650	"
o	KVW877	151.8050	National Rent a Car (Chicago, O'Hare Airport)
h	KSD225	33.3000	Natural Gas Pipeline
h	KZQ837	151.9250	Neumann's Nursery & Landscaping, Spanish/English (Joliet)
h	KAA8944	462.6750	New Trier Twp/aka P Randall Knowles, attorney (Kenilworth)
h	KAA8147	462.6750	New Trier Twp/aka P Randall Knowles, attorney (Park Ridge)
h	KAA8142	467.6750 mo	"
h	WGI874	471.9875	Nickles Drywall Inc (Geneva)
o	KDC826	35.9200	Niles Flash Cab Assn (Niles)
o	KRK416	151.9550	Niles Twp Community High School (Skokie)
h	K?BI996	151.8950	Normandy Builders (Downers Grove)
o	KYT988	464.7750	North Riverside Park, shopping center (N Riverside)
h	KW6970	451.7750	Northern FS, Inc (Elburn)
h	KZQ833	451.7750	"
h	KCW738	453.9000	Northern IL University, security (DeKalb)
h	WST32	451.2750	Northern Illinois Gas (Glen Ellyn)
h	KZ9275	451.2750	Northern Illinois Gas (Naperville)
h	WCV654	456.2250 mo	"
h	WCV654	456.2750 mo	"
h	WSG33	472.8250	Northern Illinois Gas, repair crews
h	KZS513	461.4750	Northgate Electric Inc (Lockport)
o	KSD348	152.3300	Northshore Cab Co (Evanston)
o	KDB970	452.2000	Northwest Cab (Schiller Park)
h	KWP312	463.8750	Northwest Security & Detective Agency, id="NWS" (Chicago)
h	KAY365	152.0075	Northwestern Memorial Hospital, paging (Chicago)
o	KAB1121	462.5750	Northwestern Memorial Hospital, security (Chicago)
o	KES741	151.8650	Northwestern University, paging (Evanston)
o	KCC774	463.4750	Northwestern University, security (Chicago)
o	KNFT675	463.4750	"
h	KCO451	31.2400	Norwood Transport Inc (Elgin)
h	KRG583	31.2400	"

h WQH535	152.8700		O'Donovan & Son, landscaping (Naperville)
o KRA726	464.7750		O'Hare Inn, hotel, vans, not on '83 (Des Plaines)
o KLS890	464.5250		O'Hare Maint & Security aka/Rogers Enterpr (Des Plaines)
o ?	31.2400		Oak Industries (Crystal Lake)
h KDD826	464.1500		Oakbrook Limousine (Addison)
o ?	453.0500		Operation Crime Watch, west side of town (Chicago)
h KRV728	151.8950		Ottawa Community Hospital, paging, voice id (Ottawa)
o KZZ826	464.5250		Ozark Airlines
o KNHC641	856.7125		Palatine Police (Palatine)
o KRM597	151.8350		Park Ridge Inn, hotel, paging (Park Ridge)
o KQZ318	151.9550		Park Ridge Taxi Svc (Park Ridge)
h WQR709	35.0600		Parkview Texaco, gas station (Naperville)
o KA64170	151.6250	it	Pheasant Run Resort, hotel, housekeeping (St. Charles)
o WSM839	154.6250	pg	Pheasant Run Resort, hotel, paging (St. Charles)
o KXC482	151.8950		Pheasant Run Resort, hotel, security & maintenance (St. Charles
h KSO429	154.5150		Planemasters Svc, aircraft sales & svc, flight instr (W Chicago
o KSK469	464.3500		Playboy Enterprises, entertainment (Chicago)
o KSK648	464.3500		"
h KNCK878	464.6500		Prevention Security (Chicago)
o KSZ664	452.6250		Purolator Courier (Chicago)
o KSP551	463.5000		Purolator Security & Armored Car, scrambled (Chicago)
h KJB242	463.5000		Purolator Security & Armored Car, scrambled (Schiller Park)
h ?	463.6750		Quick Cab Co, mobile id="Q#", base id="502" (Joliet)
h WQK662	463.7000		Quiles Alarm Security, id="Q#" (Chicago)
h KZU899	151.7450		Rad Research aka/Ron J Radkiewicz, "Rad1 to Rad2" (Aurora)
h KWX749	464.0250		Ram Motor Express (Chicago)
h KXE665	463.8500		Randy Trucking, Inc (Melrose Park)
o KTN355	150.8750		Redman Towing (Hoffman Estates)
o KLS475	150.8750		Redman Towing (Palatine)
o KDB591	150.8750		Redman Towing (Schaumburg)
h KXH650	464.2250		Reliable Ambulance Svc (Chicago)
h WAP497	464.2250		"
h KU4321	469.2250	mo	"
h KEN249	30.8000		Ritzert Materials Inc, concrete products (Naperville)
o KJS349	461.1000		RMD Electronics, repeater owner (Chicago)
o ?	464.5250		Road America Race Track, main track comm (Elkhart Lake, WI)
h KSP528	152.9750		Robbins, Tom, trucks dumping (Manhattan)
o KUE900	154.5400		Rodeway Inn, hotel paging, housekeeping, security (Chicago)
h WCH833	466.5750	mo	Rollo Grain Co, farm commodity trucks (Earlville)
h KAR317	461.5750		Rollo Grain Co, farm commodity trucks (Lee, Paw Paw)
h WGM721	466.5750	mo	"
h KP3312	461.5750		Rollo Grain Co, farm commodity trucks (Paw Paw)
h KZF711	471.7875		Royal Coach, limo service (Schiller Park)
o WRE591	461.5250		RTA (Schaumburg)
h KNFM480	154.5150		Ryan Automotive/aka John Ryan (Geneva)
h KZE477	154.5150		"
o KBW538	152.3150		Rynders Cab (W. Dundee)
h KBO927	461.5000		Salvation Army Canteen Svc (Chicago)
h WSM844	464.0250		Sanitary Engineering (LaSalle)
h ?	150.0000		Satellites, Russian - telemetry heard approx every 2 hours
h KJ4085	471.9375		Schultz, Daniel, limo svc (Chicago)
h WGT790	471.9375		Schultz, Daniel, limo svc (Dolton)
h ?	472.1375		Sears Retail Distrib Ctr, delivery trucks (Melrose Park)
o KXE809	464.9500		Sears Tower, entertainment, security (Chicago)
h KNAB924	464.8750		Sheraton Naperville hotel, paging & maint, simplex (Naperville)
o KZZ853	151.8050		Sheraton O'Hare hotel (Chicago)
o KZZ872	151.8050		Sheraton O'Hare hotel (Rosemont)
h KSX469	462.4250		Sherwin Williams, plant operations (Chicago)
h ?	467.4250	mo	"
h ?	154.5150		Showalter Roofing Svcs, snow removal (Naperville)
h KUF393	462.0750		Siebert, E D Trucking Svc (Naperville)
h KO8750	467.0750	mo	"
h WLM98	467.0750	mo	
h KAC4337	462.5500		Silver, Maynard L, 2-way techs (Morton Grove, Arlington Hts)
h KAC4338	462.5500		"
h KAC4339	462.5500		"
o KA72881	151.6250	it	Skip Barber Racing, sports, spotter's ht (USA-wide)
h KAD0755	462.6750		Sniader, David J (Illinois)
o KH4013	453.0000		SouthTown Economist, circulation & photographers (Chicago)
h KQF244	461.8750		Spectrum Svc Corp, 2-way radio techs (Batavia)
h KH4173	463.4750		Speedway Disposal (Geneva)
h KSK359	463.5250		Spivey Marine Svc, barges on Illinois River (Lockport)
h WOR896	463.5250		Spivey Marine Svc, barges on Illinois River (Peoria)
o ?	464.9750		Spring Hill Mall, shopping center (W Dundee)
o ?	154.6250	pg	St Joseph Old Age Home (Palatine)
h KCX540	463.3250		Standard Disposal Svc (Chicago)
h KB8765	468.3250	mo	"
h WDM920	468.3250	mo	Standard Disposal Svc (Des Plaines)

Business, Etc. continued

h KNBI599	462.0750		Sterioti Towing (Lockport)
h KNDA879	35.9200		Stone, H & I & Son, id="Water base" (DeKalb)
o WQQ735	464.8750		Stratford Square Mall, shopping center (Bloomingdale)
o KBO917	461.4250		Streamwood Tow (Carol Stream)
o WGN507	461.4250		"
o WGN507	466.4250	mo	Streamwood Tow (Streamwood)
h KDF396	464.8250		T & R Construction (Aurora)
h KAB0106	462.6000		Tappan, appliance repair (Itasca)
h KXO630	461.6000		Taylor, Charles B, Funeral Home (Chicago)
h KU4406	466.6000	mo	"
h KAB9538	462.5500		Terra, Mrs. Penelope S, cw id (Chicago)
h KDN332	43.0000		Thorntone Turf Nursery Inc (Elgin)
h WQE334	462.1500		Town & Country Livery (Lombard)
h KNAZ722	463.5750		Travel Rite Inc (Chicago)
o KQC837	462.3750		Travenol Laboratories, security (Morton Grove)
o KWK479	151.7450		Tri City Cab Co (Waukegan)
h KWB768	472.2375		Tri-R-Vending Co, id="KB9251" (Chicago)
o WQB745	151.7150		Triangle Electric (Joliet)
h KLQ291	154.5400		Triton College (River Grove)
o KQW596	151.8950		TV Transmission Company, CATV (Peru)
h KSQ498	464.3750		Two Way Radio Svc (Mt Prospect)
h KAX258	460.7250		United Air Lines (Chicago, O'Hare Airport)
h KRR469	460.7250		"
h KCJ922	464.3250		"
h KAA8429	462.7250		United Cable Television, CATV (Algonquin)
h KBJ741	463.7000		United Limousine Svc (Downers Grove)
o ?	123.0500		University of Chicago, Air Med helicopter (Chicago)
h KLJ678	157.7400	pg	University of Chicago, cw id (Chicago)
o KAR202	464.5250		University of Chicago, security (Chicago)
h WQM767	462.8250	pg	University of Illinois, paging, cw id (Chicago)
h KLM469	151.7150		University Transport, limo svc, id="UT##" (Chicago)
h KXC653	461.4500		Unlimited Security (Chicago)
h KBY442	472.2375		US Refrigeration Sales & Svc, id="US#" (Chicago)
h KY9529	475.2375	mo	"
h WCA816	475.2375	mo	"
h KTN335	154.5150		Valentine Claus (Downers Grove)
h KUT719	151.9250		Van Ryn Scavenger Inc, garbage trucks (Bellwood)
o KSN919	151.7450		Village Towing (Elmwood Park)
h KNEF494	463.4250		Waste Management Co Greene Valley Landfill (Naperville, Chicago
o KSJ882	161.7000		WBBM-AM, News Base (Chicago)
h WQA972	450.6125		WBBM-TV, ctl, live audio, CBS Netwk news couriers (Chicago)
o KVF938	450.3500		WBBM-TV, Master Ctl & News Ctl to remotes, F2 (Chicago)
o ?	450.8000		WBBM-TV, Master Ctl Engineering F4 (Chicago)
o KVF938	455.3500	mo	WBBM-TV, mobile talkback to F2, helicopters (Chicago)
o KVF938	455.0500	mo	WBBM-TV, mobile talkback to News Ctl on F1 (Chicago)
h KVF938	450.0500		WBBM-TV, News Ctl base to mobiles F1 (Chicago)
o KSE876	450.6500		WCFL-AM, Newsdesk (Chicago)
h KSH645	151.8050		WE Auto Parts/aka Whitlock Enterprises (Wheaton)
h KNBM858	461.6750		West Town Disposal (Batavia)
o ?	461.9125		Westin Hotel, F1 security, engineering (Rosemont)
o ?	461.9875		Westin Hotel, F2 general operations (Rosemont)
o ?	462.0375		Westin Hotel, security supervisors, simplex (Rosemont)
h ?	471.7125		Westway Coach Inc, school & charter bus (Villa Park)
o KKN770	450.1875		WFYR-FM, Newsdesk (Chicago)
h KSB840	166.2500		WGN-TV, Newsdesk, mini-cam ctl & Master Ctl (Chicago)
o KL7870	450.2500		WGN-TV, Radio Traffic Central, helicopters & Master Ctl (Chicag
h KGI919	151.6850		Wheaton College, security (Wheaton)
h KZJ465	154.5150		Wheeling Disposal Svc (Wheeling)
h KEH231	471.9375		White Westinghouse Consumer, appliance repair, id="W#" (Chicago
h KZ9068	474.9375	mo	"
h WWW42	474.9375	mo	"
o WGV473	153.8000		Will County Civil Defense (Joliet)
o KJP974	450.1500		WIND-AM, Newsdesk (Chicago)
h KNEB715	154.5400		Winkler's Mobil Svc, gas station (Naperville)
h KSM401	151.8050		Wirth, Frank & Son (Aurora)
o KQB334	450.4125		WLS-AM/FM, Newsdesk base F2 (Chicago)
o KQB334	455.4125	mo	WLS-AM/FM, traffic helicopter reports F1 (Chicago)
o KJM544	455.5875	mo	WLS-TV, Master Ctl & Studio B to remotes, F3 (Chicago)
o KJM544	455.0875	mo	WLS-TV, Newsdesk F1 (Chicago)
o KYY278	455.2500	mo	WLS-TV, reserve local news base F2 (Chicago)
o KYY278	455.4500	mo	WLS-TV, reserve master ctl engineering F4 (Chicago)
h KYY278	455.1500	mo	WLS-TV, secondary freq for pgm audio to remotes (Chicago)
o ?	455.5125	mo	WLS-TV, Studio B Ctl & pgm audio for remotes (Chicago)
o WSM701	450.3875		WLUP-FM (Chicago)
o WSM701	455.3875	mo	WLUP-FM, mobile use (Chicago)
o KDQ471	450.4500		WMAQ-AM, Newsdesk (Chicago)
o KDQ471	450.5500		WMAQ-TV, "A" ctl, live audio (Chicago)
o KDQ471	450.8500		WMAQ-TV, Master Ctl, engineering freq (Chicago)

Business, Etc . continued

o	KDQ471	455.5500 mo	WMAQ-TV, mini-cam talkback to "A" ctl, helicopter (Chicago)
o	KDQ471	455.6500 mo	WMAQ-TV, mini-cam to Master Ctl, helicopter (Chicago)
h	KSJ871	161.6700	WMAQ-TV, Newsdesk (Chicago)
o	KSJ871	161.6400	WMAQ-TV, reserve freq for studio "A" F5 (Chicago)
o	KDQ471	161.7600	WMAQ-TV, studio "A" mini-cam ctl F4 (Chicago)
o	?	464.9250	Woodfield Shopping Mall (Schaumburg)
h	KNAJ905	463.4000	Woodridge Chauffeuring (Woodridge)
h	?	462.5750	Woodridge Towing, AAA tows (Woodridge)
o	KDG967	35.1200	Woodstock Gavers, gas station (Woodstock)
h	KAU609	151.8950	Yackley, Thomas All Weather Svc, id="609" (Oswego)
h	KSB694	452.0500	Yellow Cab (Chicago)
h	KSB694	452.1500	"
o	KSB694	452.1000	"
o	KSB694	452.2250	"
o	KNFZ761	463.5250	York Twp Senior Citizens Bus Svc (Carol Stream, Lombard)
o	KZJ520	463.5250	"
o	WBM982	463.5250	"
o	KKI616	464.9250	Yorktown Shopping Center (Lombard)
h	KRO588	31.4400	Zunamon, Simon & Henry Freund, concrete
h	KLL432	31.4400	Zunamon, Simon & Henry Freund, concrete (Aurora)
h	KL2638	31.4400	Zunamon, Simon & Henry Freund, concrete (Naperville)
h	KLL433	31.4400	"

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Rob Berezowski, 211 Costigan Bay, Saskatoon, Saskatchewan, S7J 3P4 Canada

Well another month rolls along, and I hope all of the members are well. Summer has hit here in all of its glory. The farmers are talking about the "dust bowls" of the 30's. It has been really dry here, and the city is talking about water rationing. But all is not lost. There are a lot of people getting nice tans, and a lot of great looking girls in bikinis. I'll talk more about them later.

A while back I got a letter from Alex(CAN-040). Recently he was in Saskatoon on business. Alex and I, along with Wayne(CAN-012) had a really nice get-together. Anyway Alex was in Halifax on another trip and monitored the following frequencies for Halifax Police Dept. Alex didn't get much of a chance to listen in, so any member who can provide additional insight into the HPD frequencies is invited to write in. Thanks for everything Alex.

Halifax Police	412.8125	
	412.9375	
	413.3875	(Fire)
	413.6125	
	414.1625	HPD Ch 5

Next I have a letter from Delbert (CAN-083). Delbert passes on information that Sask Tel has added a few more cities to the Page Call network. Sask Tel operates a pager service on 149.770 in all areas. Services available include voice and All-Cities service. The cities covered now include:

Sask Tel Page Call 149.770	Estevan
	Melfort
	Melville
	Moose Jaw
	North Battleford
	Prince Albert
	Regina
	Saskatoon
	Swift Current
	Weyburn
	Yorkton

A page on an individual pager is done by simply dialing the number assigned to that pager. For example a number may be 1-797-2368. When dialed, that pager is automatically paged. If a voice message is chosen, the caller waits after the number is dialed to give the message. If All-Cities service is chosen, the page is transmitted in all of the above cities.

Delbert also sent in some aircraft frequencies for the Saskatchewan area. With apologies to the aircraft column, and the new editor, I'm going to include them here. Most of the frequencies are Flight Services Stations at smaller airstrips.

Prince Albert	122.3	Weyburn	122.8
Swift Current	122.3	Yorkton	122.2
Saskatoon Tower	118.3	Melville	122.2
Corman Air Park(Saskatoon)	122.8	Nipiwan	122.8
Regina Tower	118.3	Tisdale	122.8
Melfort	122.8		
Estevan	122.8		
Moose Jaw (DND Tower)	126.2		
North Battleford	122.1		

Delbert mentions that in all cases the above frequencies are the mandatory frequencies for the areas. Aircraft in the immediate areas of the stations listed above must monitor the mandatory frequency, even when the facility is closed.

Delbert has also generously offered to provide information on any Canadian airport or heliport. Any member desiring frequencies for an airport can send a self-addressed stamped envelope (SASE) to Delbert along with the request. For those members who do not have Delbert's address, you will have to follow item 3 on the inside front cover of the newsletter. Thanks Delbert.

Doug (NJ-152) sent in an article that appeared in the Asbury Park Press on July 1. The article came over the Associated Press wire. The story deals with a dispute over a small, 15 acre island claimed by both Canada and the U.S. The island is Machias Seal Island and is located off the coast of Maine. The Canadian Wildlife Service has designated the island as a migratory bird sanctuary. About 1350 pairs of artic terns nest on the island. Residents of the area are concerned that the population of terns is decreasing. The article is not very long, but it is interesting reading. If any member would like a copy of the story, I can send them one for an SASE. Thanks for the story Doug. Also a big hello to all the american members reading the column. You are of course welcome to send in any material you come across.

Harry (CAN-074) has sent in another article. This article is a short story on some new radios the Edmonton Police Dept. are purchasing. Harry is not sure if the new radios use DVP or some type of voice inversion. I'm sure Harry will keep us posted. Thanks for writing in, Harry.

To close off this month I will include some more RCMP frequencies from Guy (CAN-031). After I mail this, and pray that it gets there on time, I can get back to the girls. Some clouds coming, so I'd better hurry. Until next time, best wishes to all.

THE EDMONTON JOURNAL, Thursday, June 21, 1984

New radios to keep police calls private

Criminals will be tuned out of police radio transmissions as a result of a council executive committee decision.

Committee members voted unanimously Wednesday to spend $1.6 million on new mobile and portable radios for the Police Department that will let officers send messages without being monitored by criminals.

Supt. Bob Claney told the committee the new radios are needed to replace radios bought in 1972.

The new radios also contain a voice-privacy option. Police have encountered an increase in cases where they have discovered that criminals are monitoring their radio calls.

The new radios will send out a scramble signal that only police radios will be able to pick up.

"The first batch here would replace 135 portable radios that are seven or eight years old and 35 mobile radios which are about 12 years old."

He expects to see all the new equipment phased in over the next three years.

From GUY (CAN-031)

RCMP Frequencies in use in the province of NOVA SCOTIA

47.320	NS - mobile
47.340	NS - mobile
47.540	NS - mobile
47.560	NS - mobile
47.580	NS - mobile
48.640	NS - mobile
48.680	NS - mobile
49.120	NS - mobile
138.285 / 143.475	Truro, Granite Village
138.735 / 143.475	Hunters Mountain
138.735 / 143.775	Upper Sackville
141.210 / 148.705	Fraser Mountain, Kiltarlity
141.210 / 148.975	Hampton Road
141.720 / 148.225	Halifax
141.720 / 148.975	Fentons Brook
142.095 / 148.405	Claremont
142.365 / 150.575	Upper Rawdon District
142.665 / 150.335	Italy Cross
142.665 / 150.575	Lingan
142.695 / 148.615	Upper Rawdon District
143.085 / 148.015	Oban
143.145 / 148.585	Lingan, South Ohio
143.145 / 148.975	Marinette
143.235 / 148.135	Hampton Road
143.475 / 138.285	Harmony, Italy Cross
143.475 / 138.735	Crandall Hill
143.775 / 138.735	Upper Rawdon District
143.775 / 148.405	Lingan
143.775 / 150.365	Fraser Mountain
143.955 / 148.945	Claremont
143.995 / 148.945	Claremont
148.015 / 143.085	Fairmont
148.135 / 143.235	Doucetteville
148.225 / 141.720	Upper Sackville
148.405 / 142.095	Harmony
148.405 / 143.775	Sydney
148.585 / 143.145	Doucetteville, Money Point
148.615 / 142.695	New Canaan
148.705 / 141.210	Harmony, Hunters Mountain
148.975 / 141.210	Upper Sackville, New Canaan
148.975 / 141.720	Fairmont
150.335 / 142.665	Upper Sackville
150.365 / 143.775	Fairmont
150.575 / 142.665	Hunters Mountain
154.740 / 155.400	Truro, Yarmouth, Digby, Pugwash, Darmouth, Hammonds Plains, Kentville, Ingonish Beach, Canso, Windsor, Parrsboro, Sydney, Halifax, St Peters, Arichat, Guysborough, Baddeck
154.800	NS - mobile
154.800 / 155.460	Dartmouth, Bedford
154.860 / 155.730	Antigonish, Stewiacke, Amherst, Halifax, Port Hawksburry, Chester, Dartmouth, Bedford, Ingonish Beach, Glace Bay, Guysborough, Windsor, Sydney
154.950	NS - mobile
154.950 / 155.700	Barrington Passage, Yarmouth, Pugwash, Amherst, Oxford, Canso, Parrsboro, Tatamagouche, Stellarton, Guysborough, Baddeck
155.070	Meteghan, Shelburne, Liverpool, North Sydney, Kingston
155.070 / 155.640	Cheticamp, Lunenburg, Bridgetown, Yarmouth, Digby, Stewiacke, Chester, Bridgewater, Halifax
155.070 / 155.670	Sydney
155.100	NS - mobile
155.160 / 155.880	Cheticamp, Barrington Passage, Antigonish, Sheet Harbour, Port Hawksburry, Kentville, Canso, New Minas, Windsor, Tatamagouche,

Canada continued

	Pictou, New Glasgow, St Peters, Kingston, Arichat
155.370	Cheticamp, Lunenburg, Bridgetown, Sheet Harbour, Barrington Passage, Yarmouth, Inverness, Pugwash, Bridgewater, Oxford, Bedford, Pictou, New Minas, Parrsboro, Stellarton, Halifax, Baddeck
155.400	NS - mobile
155.400 / 154.740	Doucetteville, Kirk Hill, Jerusalem Hill, Oban, Money Point, Tatamagouche
155.400 / 154.750	NS - mobile
155.460	Lunenburg, Bridgetown, Antigonish, Sheet Harbour, Truro, Yarmouth, Digby, Inverness, Pugwash, Stewiacke, Amherst, Port Hawksburry, Chester, Bridgewater, Halifax, Oxford, Kentville, Windsor, Ingonish Beach, New Minas, Parrsboro, Sydney, Tatamagouche, Pictou, Stellarton, Glace Bay, Debert, St Peters, Kingston, Arichat, Claremont, Guysborough
155.460 / 154.800	NS - mobile
155.580 / 154.920	NS - mobile
155.640	Meteghan, Shelburne, Liverpool, North Sydney, Yarmouth, All Cda - mobile
155.640 / 155.070	Louisburg, Hampton Road, Harmony, Italy Cross, South Ohio, Upper Rawdon District, Kiltarlity
155.640 / 155.080	NS - mobile
155.670	Cheticamp, Lunenburg, Bridgetown, Antigonish, Barrington Passage, Truro, Sheet Harbour, Yarmouth, Digby, Inverness, Pugwash, Stewiacke, Amherst, Port Hawksburry, Chester, Bridgewater, Halifax, Oxford, Dartmouth, Bedford, Kentville, Ingonish Beach, Canso, New Minas, Windsor, Parrsboro, Sydney, Tatamagouche, Glace Bay, Pictou, Stellarton, Debert, St Peters, Arichat, Sherbrooke, Kingston, Guysborough, Baddeck, All Cda - mobile
155.670 / 155.070	Sydney
155.700	Amherst, NS - mobile
155.700 / 154.940	NS - mobile
155.700 / 154.950	Fentons Brook, Sherwood, Claremont, Fraser Mountain, Hunters Mountain
155.730 / 154.850	NS - mobile
155.730 / 154.860	Barrington Passage, Lingan, Upper Sackville, Claremont, Fairmont
155.820 / 154.980	NS - mobile
155.870 / 155.640	Truro, Inverness
155.880 / 155.160	Cheticamp, Marinette, New Canaan
155.940 / 155.040	NS - mobile
155.970 / 155.370	Hammonds Plains
158.575 / 142.365	Kirk Hill
166.050	NS - mobile
166.650	NS - mobile
410.0125 / 415.0125	Louisburg
413.0625	Halifax
413.2875	Halifax
415.0125 / 410.0125	Lingan
451.0375 / 456.0375	Cheticamp, Barrington Passage, Tatamagouche, Sherwood
456.0375 / 451.0375	Claremont, Italy Cross, South Ohio, Kiltarlity
456.8375	All Cda - mobile

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello, and welcome to the first edition of the Computer Corner, devoted exclusively to computers and their use in the monitoring hobby. I am Bob Cheek, the editor for the Computer Corner. I want to thank Ginny Slick and Carol Ruth for the opportunity to bring this column to print. Let me introduce myself with a short rundown of my background with computers and monitoring.

I am employed by a company that produces computer systems for industrial automation. We manufacture the hardware and software that allows a computer to "control" a process. Applications for this type of system include running a refinery, making plexiglas, or Hershey Bars, etc. I am currently a Marketing Product Manager for our programmable products and for simulation systems. In the past I have managed the Applications Support Department, the Quality Assurance department, Customer Service and Training, and have been a test technician on the bench.

I started using computers in the workplace in 1970. Those were the days of the "Mini" computer, the three pass assembler, integer Basic and 4K memory boards. Paper tape was "the" mass storage media. If you don't know what I am referring to, there is not enough room in this column to fully explain, and consider yourself lucky that you don't understand, because you didn't miss anything! Today a 256Kbyte system with a 10 megabyte Winchester disk is common place.

I got the home computing bug when I became interested in radio teletype on the Amateur bands. I felt that the best way to send text, rtty art, and data was with a computer rather than typing everything on the old teletype machine. My wife appreciated the computer too, as I have a bad habit of operating late at night, and a teletype machine will wake the dead at 1:00 AM. Of course there was very little software available at the time and it was expensive, so I wrote most of my own.

I descovered there were other uses for the computer. I have become totally dependent on the word processor, (especially the spelling checker) the spread sheet and the data base manager! I am using Radio Shack computers here. I have a Model One, that has served me well for 5 years, a Model Three, a couple of printers, modems, and assorted accessories.

That brings us to one of the first problems, the interchange of data between computers. I happen to be using Radio Shack computers, but am sure there are many Apple, Commodore, IBM, and Heath users out there in RCMA land. The type of computer and it's data formats, language differences, and so forth cause a real problem for the users of both personal and business computers. To overcome this, we'll have Special

Interest Groups, or SIGs, for each of the popular computer types identified by the survey.

I became interested in monitoring about the time the Bearcat 210 came out. The idea of the crystal controlled monitor or scanner just never did it for me. But when I saw the add for the 210, I was smitten. I got on the waiting list, and waited, for what seemed like forever. I have not been disappointed, the BC-210 is still perking. I have added a Radio Shack Pro-30 portable and a BC-300, all three are marvels of modern technology!

In particular, I enjoy monitoring the local police and fire channels, and south Florida largest industry, the drug trade! I carry the PRO-30 on business trips along with a list of frequencies and monitor instead of watching TV. My traveling companions know that I am about half nuts, but are always amazed that I know when the plane will be at the gate on our connections in Atlanta!

That gives you an idea of what goes on here, now it is your turn. I have a few questions for the computer users that will allow me to determine what makes of computers are in use out there, and just what you would like to see in this column.

Editor's Note: Bob's questionnaire is this month's centerfold.

Let me stress here that it is my intention to be the editor, to compile and publish data input from the members of the RCMA, just as the other editors of the RCMA departments do. I am expecting lots of good input from the membership, and in turn I will do my best to compile and publish the data that will be of the most benefit of the members.

I have a few ideas for the use of the computer as an aid to the monitoring hobby. I use my Model 3 and Radio Shacks Profile III+ for cataloging frequency information. Profile allows me to pull up lists by call letters, location, service, or frequency. I will detail my application in the next article.

I am going to attempt to collaborate with the technical editor Steve Kayworth, in doing a review of the Bearcat Compu-scan 2100. If I can get Steve to do the receiver performance in his column, I will review the software and computer interface. The idea of a computer controlled scanner is something that I have been interested in for some time. I have this dream about the scanner endlessly searching frequencies for days at the time, and then giving me a printed account of what activity it found. I would then plug the interesting frequencies into the scanner and identify the activity! Gosh Mr Wizard....

Here is one for you all to think about. How about a computer bulletin board service dedicated to the exchange of information between RCMA members? It could be started in one location, and if it catches on, expanded into regional areas as the data base of information grows.

If there are enough of you out there with modems, I will put a Electronic Mailbox on line here in Boca Raton so that you may send your contributions to the column directly to my computer. This should help with typos in the middle of listings, not to mention saving your editors typing fingers (both of them).

Well that is all I have for this first issue of The Computer Corner. I am looking forward to hearing from all you computer jocks out there, so lets get the cards and letters coming in. Next time, Profile III+ application to monitoring frequency data. See you then!

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Amy Polivka, 12906 Ohio Circle, Omaha, NE 68164

INFO WANTED: Georgia new member would like to contact anyone having "10 codes" and "Signals" for ambulance services in Richmond/Columbia County area (CSRA). Will trade for any other frequencies or info in this area. (6-25-84)
STEVE HOWLAND (GA-053), 2926 Peach Orchard Rd., Augusta, GA 30906

COMPUTER PROGRAMS: This member would like to receive any computer programs for frequency listings for a Texas Instrument TI-99/4A Computer. Is a beginner of computers so will need all the information and help he can get. (6-26-84)
RICHARD L. HENRY (KY-044), 478 Lamont Drive, Lexington, KY 40503

WASHINGTON STATE: Tacoma/Puyallup area. This member would like information on local and state Public Service freqs in this area. Have Vol. 9 Police Call, need clarifications for vacation in March '85. (6-27-84)
DON GRUVER (KS-010), 204-C West 6th, Hays, KS 67601

MICHIGAN MEMBERS: This member would like to know of any members in or around the Macomb County, Michigan area. Would like to get into contact with other members in his area to ask or answer questions or exchange frequencies or other information.

ALSO: This same member would also like a copy of owner's manual or programming instructions for the Realistic 16-channel Comp-100 Programmable Memory Scanning Receiver. Has tried to get an owner's manual through the Radio Shack Main Office and also through the Main Repair Center. Nobody seems to know anything about it because it's an older model. Any help would be greatly appreciated. (7-6-84)
PHIL KOZLOWSKI (MI-130), 31325 Louise Dr., Warren, MI 48093

ATTENTION: Springfield, IL area members, this member wishes to swap info pertaining to Springfield. Has activity and location codes from Sangamon State University.

ALSO: INFO WANTED: Stevens Point, WI members, this member would like to swap info pertaining to "Point" area and Portage County. Has numbering system for S.P.P.D. and Portage County S.D. as well as U of W - Stevens Point. (7-10-84)
KEVIN O'ROURKE (IL-174), 862 Fairfield Ave., Elmhurst, IL 60126

WANTED: Northern Illinois--ANY FREQ FOR ILL. BELL TELEPHONE CO. repair Dispatch, emergency net, etc. (7-26-84)
DOUG SCHNELL (IL-175), 119 North Alma Ave., Kankakee, IL 60901

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

There are a number of steps in the process in which ideas, proposals and petitions are presented and acted upon by the Commission.

When the FCC receives a Petition for Rulemaking, the appropriate bureau or office will assign a Rulemaking (RM-) number to the petition after review, but before the Commission has taken any action on it. The Commission may then issue either a Notice of Proposed Rulemaking or a Notice of Inquiry in regard to the matter under consideration. A Notice of Inquiry merely seeks comment on the feasibility of an idea, or more information on the subject from industry or the public. In either case, the proceeding is then assigned a Docket number. The matter is then eventually resolved with a Report and Order. In some cases a Memorandum Opinion and Order will be issued, to terminate an inquiry, deny a petition or modify a previous decision.

In 1978 the Commission started assigning docket numbers consisting of the last two digits of the calendar year in which the docket was established, plus a sequential number beginning with 1 each year (82-1, 84-279, for example). Prior to 1978, docket numbers consisted merely of a sequential number. Docket 18262, dealing with the reallocation of the spectrum above 806 mHz, was first released in 1968. Docket 14904 (which dealt with the loudness of TV commercials) was released in 1962.

Going back a few years earlier, the First Order in Docket 6651 was released on May 25, 1945. (I suppose Docket #1 must have been issued around 1934, when the Commission was created, but I haven't researched this.) Docket 6651 allocated the spectrum from 25 mHz through 30 gHz, with the exception of the segment from 44 through 108 mHz. The allocations for TV Broadcast channels were not permanently decided yet and FM Broadcast was still in the future. A later Order allocated this segment. The First Order only put forth three alternatives.

Here's the way the spectrum from 30 through 44 mHz (or 30-44 Megacycles, as it was called then) was allocated:

30.0 - 30.5 mHz	U.S. Government	36.0 - 37.0 mcs	U.S. Government
30.5 - 32.0	Private Land Mob. Servs.	37.0 - 38.0	Private Land Mob. Servs.
32.0 - 33.0	U.S. Government	38.0 - 39.0	U.S. Government
33.0 - 34.0	Private Land Mob. Servs.	39.0 - 40.0	Private Land Mob. Servs.
34.0 - 35.0	U.S. Government	40.0 - 42.0	U.S. Government
35.0 - 36.0	Private Land Mob. Servs.	42.0 - 44.0	Private Land Mob. Servs.

This is pretty much the way this spectrum looks today. The allocations to individual services were quite a bit different, though. 36 channels were allocated for the Police Radio Service and 15 for Fire. 29 were available to the Forestry and Conservation Service, 12 of which were shared with the Maritime Mobile and Urban Transit services. 20 were allocated to the General Highway Mobile service and six to the Special Emergency Radio Service. Another 20 channels were available in various services like Power,Petroleum, Low Power Provisional and Experimental services. (The mobile telephone service wasn't created until 1949.) The spacing between channels was 40 kHz, although they could have used 35 kHz spacing with the 5 to 1 deviation ratio used at the time. But there were already 30,000 stations on the air and it was a little late to change the spacing then. It was proposed at that time to narrow the spacing to 20 kHz (as it is now) as soon as the technology permitted it.

The three alternatives proposed for the 44 to 108 mHz spectrum were as follows:

#1		#2		#3	
44-48	Amateur Radio Service	44-50	TV Broadcast (ch.1)	44-50	TV Broadcast (ch.1)
48-50	Facsimile	50-56	TV Broadcast (ch.2)	50-54	Amateur Radio Serv.
50-68	FM Broadcast	56-60	Amateur Radio Serv.	54-60	TV Broadcast (ch.2)
68-74	TV Broadcast (ch.1)	60-66	TV Broadcast (ch.3)	60-66	TV Broadcast (ch.3)
74-78	Land Mobile	66-68	Facsimile	66-72	TV Broadcast (ch.4)
78-84	TV Broadcast (ch.2)	68-86	FM Broadcast	72-78	TV Broadcast (ch.5)
84-90	TV Broadcast (ch.3)	86-92	TV Broadcast (ch.4)	78-84	TV Broadcast (ch.6)
90-96	TV Broadcast (ch. 4)	92-98	TV Broadcast (ch.5)	84-102	FM Broadcasting
96-102	TV Broadcast (ch. 5)	98-104	TV Broadcast (ch.6)	102-104	Facsimile
102-108	TV Broadcast (ch. 6)	104-108	Land Mobile	104-108	Land Mobile

The proposal eventually adopted resembles alternative number 3, except that the Land Mobile band was moved to 72-76 mHz. The original proposals stated that Aeronaut-

ical marker beacons on 75 mcs. could remain as long as required or until moved to another band. Well, this wasn't really practical and is probably why they swapped it with the 104-108 mc band. ILS systems were just coming into common usage. One more interesting thing about all three proposals is that the TV channels (channels 7-13, as well) were to be shared with Land Mobile and Fixed services. This didn't happen, but they would have been used on a non-interference basis for control links, rural telephone and low-power terminal or yard use. This is something that many would like to allow today, but may not have been too great an idea on channels 1 through 6, what with skip and so forth. And yes, there was a TV channel 1 allocated at one time, but as far as I know, no station was ever assigned on it.

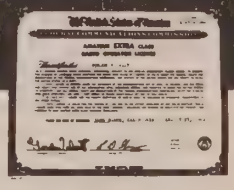
108 mc on up were divided like this:

108-118	Aeronautical Navigation	210-216	TV Broadcasting (ch.13)
118-122	Aeronautical ("airport control")	216-220	U.S. Government
122-132	Aeronautical (non-Govt.)	220-225	Amateur Radio Service
132-144	U.S. Government	225-400	U.S. Govt. (Aeronautical)
144-148	Amateur Radio Service	400-420	U.S. Government
148-152	U.S. Government	420-450	Aircraft navigation/Amateur
152-162	Private Land Mobile Services	450-460	Land Mobile (Experimental)
162-174	U.S. Government	460-470	Citizens Radio Service
174-180	TV Broadcasting (ch.7)	470-480	Facsimile Broadcasting
180-186	TV Broadcasting (ch.8)	480-920	TV Broadcasting
186-192	TV Broadcasting (ch.9)	920-940	Experimental Broadcasting
192-198	TV Broadcasting (ch.10)	940-960	" " /Fixed
198-204	TV Broadcasting (ch.11)	960-1145	Aircraft Navigation
204-210	TV Broadcasting (ch.12)		

Channel spacing in the 118 to 132 mc aircraft band was originally 180 kc back in the old days, but was narrowed to 60 kc at this time. In the 152-162 mc band, 36 channels was allocated to Police and 12 to the Fire Radio services. 24 were allocated to the Urban Mobile service, shared with rural and "short distance toll" telephone. Twelve were available for Relay Broadcast, shared with the Motion Picture, Geophysical, and Forestry-Conservation services. The Railroad Radio Service, created in this Docket, was allocated 60 channels. Channel spacing in the 152-162 mc band was 60 kc. (The 150.8 to 152 mc segment wasn't added to the land mobile band until 1957, when the 46.6-47.0 and 49.6-50.0 mc bands were reallocated to the U.S. Government (which in turn occured after TV channel 1 (44-50) was reallocated to land mobile use.).

The 225 to 400 mc band was allotted to the U.S. Government (Military), with "adequate channels to be reserved for civil aviation". Well, this never happened, did it? The primary use of the 400 to 420 mc band was for Radiosonde. (There were no satellites back then.) The 420 to 460 bands were shared with Government "special navigation aids". (In 1958, use of this spectrum for radio altimeters was further continued until 1963.) All allocations above 450 mc were on an experimental basis, pending an adequate showing as to need and technical requirements. For a discussion of the eventual evolution of the Citizens Radio Service at 460 mc., see the Oct.81 column.

Get A FCC HAM LICENSE In Just 9 Weeks!



The FCC goes public with all amateur radio test questions. Volunteer Hams will give the tests.

A code & theory home-study course prepares you to pass your Ham Radio Test and receive FCC call letters. No previous electronics background required. All 200 novice test questions and answers covered in our tapes and book. Have fun learning the code with our tape cassettes.

GUARANTEED PASS! Send for more details, or $64.00 for the complete beginners course, now!

Gordon West Radio School 2414 College Dr., Costa Mesa, CA 92626

PAID ADVERTISEMENT

FCC Topics continued

Three public hearings were held between the time the proposal in Docket 6651 was released (in Jan., 1945) and the time the final report was issued (May, 1945). The third hearing was a closed.hearing since much of the information presented concerned propagation and was of a classified nature. It could not be discussed at an open hearing and only the Commissions staff, and engineers representing interested parties (cleared for that purpose) were allowed to attend. The meeting was arranged under the supervision of the military services. The Commission stated that it was hoped that this information would later be declassified and made available to the public. But, for that reason, that information (whatever it was) was deleted from the detailed discussion in the Final Report.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hi! Here we are in October already. How time flies. Of course, as this is being written the Games of the XXIII Olympiad are still in progress.

An anonymous member just called from the Los Angeles area. It seems almost all of the Federal frequencies in use in conjunction with any Olympic activities all have one thing in common -- digital transmissions.

Although we cannot publish the sensitive frequencies, we need not totally ignore the activities. Reportedly the Motorola made thousands of radios available for various usages. Some local law enforcement groups were reportedly using Department of Defense 4-channel digital radios (between 143 and 151 mHz). Over fifty channels were involved in total, simplex and mobile repeaters (located in vans).

JIM SOKOL (CA-SF-030) sent a short list:

148.010	Army MARS (AAA9USA - Presidio of San Francisco)
164.500	VA maintenance (Menlo Dispatch, Palo Alto Base, Fire House 1 and Boiler Plant 1
166.300	"Control 7" conducting fire equipment roll call
148.365	Hospital paging
148.300	Treasure Island Navy Base, Fire Dept.

STEVE DONNELL (NH-026) sends along a nice bit of information from New Hampshire:

PEASE AIR FORCE BASE

138.075	OSI
138.165	OSI
138.325	Paging
149.575	Commanders Net (Repeater)
162.6125	Weapons Storage
163.0750	Security, Tactical
163.4875	Security, Perimeter
163.5875	Security, Internal
164.9625	Fuel Storage
165.0375	Motor Pool
165.0125	OMS Maintenance "C"
165.0625	OMS Maintenance "D"
165.1375	OMS Maintenance "A"
165.1875	OMS Maintenance "B"

173.1250	Base Operations
173.0250	Comm. Squad
173.4375	Civilian Maintenance
173.5625	Hospital
173.5875	Fire & Crash

PEASE AFB, NH, Air National Guard

148.200	Commander's Net
149.300	
150.250	Maintenance
150.300	
150.350	

CIVIL AIR PATROL

148.150	Repeater
149.925	Repeater

PORTSMOUTH NAVAL SHIPYARD

140.075	Naval Intelligence
140.650	Naval Intelligence
138.720	Security
138.850	Security
138.975	Security
140.050	Maintenance
140.460	Transportation
140.550	Cranes
148.290	Power Plant
148.310	Paging
149.390	Rad Con
142.500	Rad Con

OTHER FEDERAL AGENCIES

166.2000	Manchester VA Hospital
164.4250	Minuteman National Park
165.4125	New Boston Satellite Tracking Station (Repeater)
170.6000	New Boston Satellite Tracking Station
417.2000	GSA Protection, Portsmouth Federal Bldg.
415.2000	GSA Protection, Portsmouth Federal Bldg.

PEASE AFB SECURITY 10-CODES

10-1	Receiving poorly.
10-2	Receiving well.
10-3	Stop transmitting.
10-4	Message received.
10-5	Relay message.
10-6	Busy, standby.
10-7	Out of service.
10-8	In service.
10-9	Repeat message.
10-10	Message complete.
10-11	Talking too rapidly.
10-12	Visitors present.
10-13	Trip complete.
10-14	Request rollover plow at _____.
10-15	Request street plow at _____.
10-16	Make pick-up at _____.
10-17	Urgent business
10-18	Anything for us?
10-19	Nothing for you, return.
10-20	My location is _____.
10-21	Call by phone.
10-22	Report in person to _____.
10-23	Standby.
10-24	Request barrier change at _____.
10-25	Can you contact _____?
10-26	Disregard last transmission.
10-27	Request snowplow at _____.
10-28	Identify your call sign.
10-29	Request sweeper at _____.
10-30	Does not conform to FCC regulations.
10-31	Request loader at _____.
10-32	I will give you a radio check.

Federal Govt/Military continued

10-33 Emergency traffic at this station.
10-34 Contact this station, assistance needed.
10-35 Confidential information.
10-36 Correct time is _____.
10-37 Wrecker needed at _____.
10-38 Ambulance needed at _____.
10-39 Message delivered.
10-41 Change to fire emergency.
10-42 Traffic accident at _____.
10-43 Exercise in progress.
10-44 All units report.
10-46 Assist at _____.
10-50 Sewer problem at _____.
10-60 Gas leak at _____.
10-61 Call this station, urgent.
10-62 Unable to copy, please phone.
10-63 Water break.
10-64 Frequency clear.
10-65 Awaiting next assignment.
10-67 All units comply.
10-70 Fire at _____.
10-71 Proceed with transmissions.
10-73 Speed trap at _____.
10-74 Negative.
10-75 You are causing interference.
10-77 Negative, contact.
10-81 Take break, call me at _____.
10-82 Order me a sandwich from _____.
10-84 My phone number is _____.
10-85 My address is _____.
10-89 Latrine break at _____.
10-90 Need sander at _____.
10-94 Please give me a long count.
10-95 Transmit dead carrier.
10-97 Lock-out at _____.
10-99 Exercise completed.
10-100 In-flight emergency.
10-200 Police needed at _____.

In response to several requests, the following Illinois information from John (IL-010), Gary (IL-073) and me (IL-026):

ARMY ENGINEERS

163.4125	Rock Island District
163.4375	Repeater (164.200 input)
163.5375	Shelbyville Lake repeater
406.9375	Continuous link

GREATER PEORIA AIRPORT / AIR NAT'L GUARD

163.4875	Police Ch-1
164.3000	Police Ch-2
164.9625	
165.1375	Ramp control / Maintenance
173.5875	Fire & Crash units

CAPITAL AIRPORT, SPRINGFIELD / AIR GUARD

34.1500	Air-to-air and ground-to-air
163.4875	Security
165.0125	Fire & Crash ("Red") units
165.1125	Unspecified usage
165.1375	Maintenance ("Blue") units

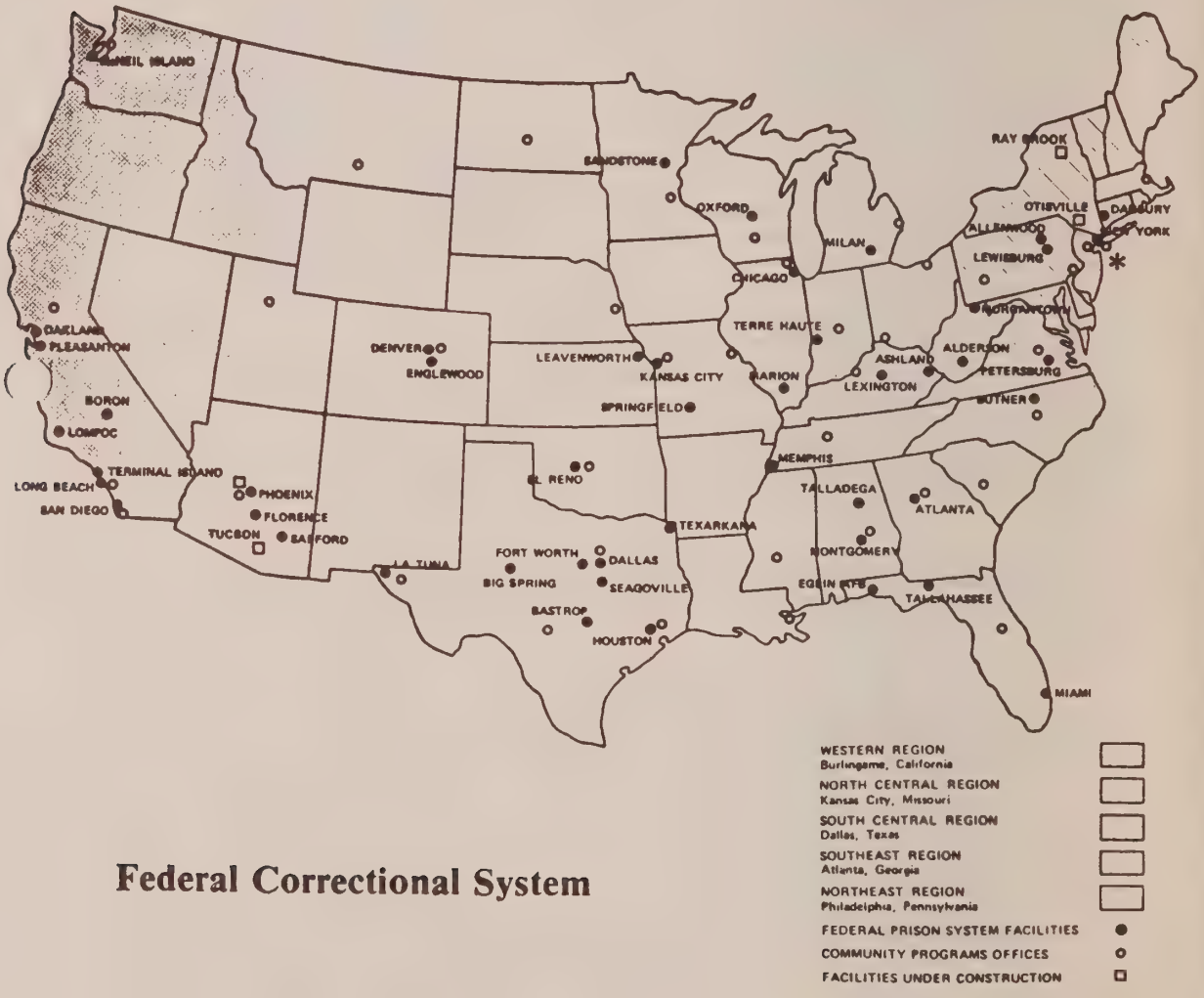
JOHN MARX (WI-019) seems to enjoy browsing through the library -- the one that serves as a depository for U.S. Government Printing Office materials. And he has found lots of interesting material. Last month his research provided those Army Military Police 10-codes. This month John provides the map and the "1983/84 United States Government Manual" the remainder of material for a short discussion of the:

FEDERAL BUREAU OF PRISONS

The Federal Bureau of Prisons is an integral part of the Federal criminal justice system, and its primary mission is to protect society. The Bureau is responsible for the care and custody of those persons convicted of Federal crimes and sentenced by the courts to serve a period of time incarcerated in a Federal penal institution.

The Bureau carries out this responsibility by operating a nationwide system of maximum, medium, and minimum security prisons, and community program offices.

The Director of the Bureau of Prisons has general supervision over operations and inmates. The Central Office in Washington provides overall coordination of the nationwide system, sets standards and policy. The Regional Offices, located in Philadelphia, Atlanta, Kansas City, Dallas, and Burlingame (near San Francisco), are responsible for managing Bureau institutions and programs within each region.



Federal Correctional System

FEDERAL PENAL AND CORRECTIONAL INSTITUTIONS

U.S. Penitentiaries

Atlanta, GA	Lompoc, CA
Leavenworth, KS	Marion, IL
Lewisburg, PA	Terre Haute, IN

Federal Correctional Institutions

Alderson, WV	Morgantown, WV
Ashland, KY	Otisville, NY
Bastrop, TX	Oxford, WI
Butner, NC	Petersburg, VA
Danbury, CT	Pleasanton, CA
El Reno, OK	Ray Brook, NY

Federal Govt/Military continued

Englewood, CA
Ft. Worth, TX
La Tuna, TX
Lexington, KY
Memphis, TN
Milan, MI
Sandstone, MN
Seagoville, TX
Talladega, AL
Tallahassee, FL
Terminal Island, CA
Texarkana, TX

Medical Center for Federal Prisoners
Springfield, MO

Federal Prison Camps
Montgomery, PA
Big Spring, TX
Boron, CA
Elgin Air Force Base, FL
Maxwell Air Force Base, AL
Safford, AZ

Metropolitan Correctional Centers
Chicago, IL
Miami, FL
New York, NY
San Diego, CA
Tucson, AZ

Staff Training Centers
Glynco, GA
Aurora, CO
Oxford, WI

That's it for October. Have a good one, and tune in again next time.

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

PUBLIC SAFETY:SWEDEN/FREQUENCIES

	POLICE	FIRE	AMBULANCE
AREA A			
Stockholm	see previous Newsletters		
AREA B			
Huddinge	79.0625	78.7375	78.9125
Järfälla	79.1875		78.9125
Nacka	79.4875	79.0875	78.9125
Solna	79.4125	78.8625	78.9125
Södertälje	79.3375	79.6625	78.9125
AREA C			
Uppsala	79.3875	78.7375	78.9375
AREA D			
Eskilstuna	79.5875	78.9875	78.3625
Nyköping	79.5625	78.5125	78.3625

AREA E			
Linköping	79.3625	78.7125	78.7875
Norrköping	79.4375	78.6125	78.7875
AREA F			
Jönköping	79.3875	79.0875	79.6625
AREA G			
Växjö	79.5125	78.4875	78.3375
AREA H			
Kalmar	79.3125	78.6875	78.2875
AREA I			
Visby	79.3875	78.4875	78.8875
AREA K			
Karlskrona	79.5875	79.0875	78.9375
AREA L			
Kristianstad	79.3625	78.3875	78.5875
AREA M			
Helsingborg	79.2625	78.8375	78.3625
Lund	79.5375	78.7375	78.3625
Malmö	see previous Newsletter		
AREA N			
Halmstad	79.1875	78.6875	78.7875
AREA O			
Gothenburg city	see previous Newsletter		
Gothenburg state			78.5875
AREA P			
Borås	79.2625	78.7175	78.3625
AREA R			
Skövde	79.3125	78.4875	78.9375
AREA S			
Karlstad	79.2625	78.6375	78.3375
AREA T			
Örebro	79.5125	79.0875	78.5875

AREA U			
Västerås	79.2625	78.8375	78.8875
AREA W			
Falun	79.6125	78.6125	78.7875
AREA X			
Gävle	79.4875	78.7375	78.5875
AREA Y			
Sundsvall	79.3975	78.8375	78.3125
Ornskoldsvik	79.4375	78.9125	78.3125
AREA Z			
Ostersund	79.4125	78.7625	78.3625
AREA J (AC)			
Skelleftea	79.2625	78.5125	78.8375
Umea	79.2375	78.8125	78.8375
AREA Q			
Lulea	79.5125	78.6875	78.9375

The frequency information which has been presented here, and in the previous issues of the Newsletter, while quite comprehensive, is not in any way complete. In any given area, there may be a couple of cities with its own police department or fire brigade. Often, these districts will use other channels in the System-70 net. The above chart lists only those cities with a registered population of 50,000 or more.

A part of all this frequency information was put together by a monitor in Sweden from a list published by a Swedish scanner manufacturer (Handic). Since not all the information was correct, he made some necessary corrections and adjustments.

Next month a final look at Sweden with a couple of comments and a quick look at some of the other Nordic countries.

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From the Worldwide Report:telecommunications Policy, Research and Delevopment #296: via Bob Horvitz

POSIBILITY OF ADDITIONAL WIRELESS FREQUENCIES EXAMINED

Tel Aviv: from Ha'aretz in Hebrew, 27 Sept 83

The Ministry of Communicaitons is examining the possibility of making new frequencies available to the general public, which will entail significant improvement in service for those using electronic communications systems.

The Ministry is considering a proposal by Motorola Israel to implement a new wireless system, which is based on technology not used in Israel up to now.

To date, the Communications Ministry offers communications in the 170 MHz(VHF) and 70-450 MHz(UHF) range. Several large users take advantage of these frequencies, a fact which creates a tremendous overload on the system. As a result, there are frequent disruptions with one user precluding another.

Recently, Motorola Israel presented a proposal to the communications ministry applying for a license to operate in the 800 MHz range. In response to a HA'ARETZ reporter's question, the company's chief scientist, Prof. Re'uven Medan, revealed that his company is planning to use this range for a trunk-line system which was only introduced in the U.S. in the last few years. This system operates on principles similar to those used by telephones. Each wireless center has 20 frequencies which the subscribers use in turn without disrupting each other.

In the system utilized today, a subscriber has to wait until a frequency becomes available before being able to use it. In the 'trunking' system, a central controller makes possible channelling of calls to available frequencies without disrupting any calls.

Prof. Medan said that with the 'trunking' system, it will be possible to connect wireless systems to telephones. Voice encryption will also be possible to ensure subscribers' privacy. The new system is to be exhibited by Motorola Israel at the Telecommunications Exposition which will be held in Tel Aviv in October.

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That's all for this month. See you in 30....

שלום ותחנות... ר' ת'

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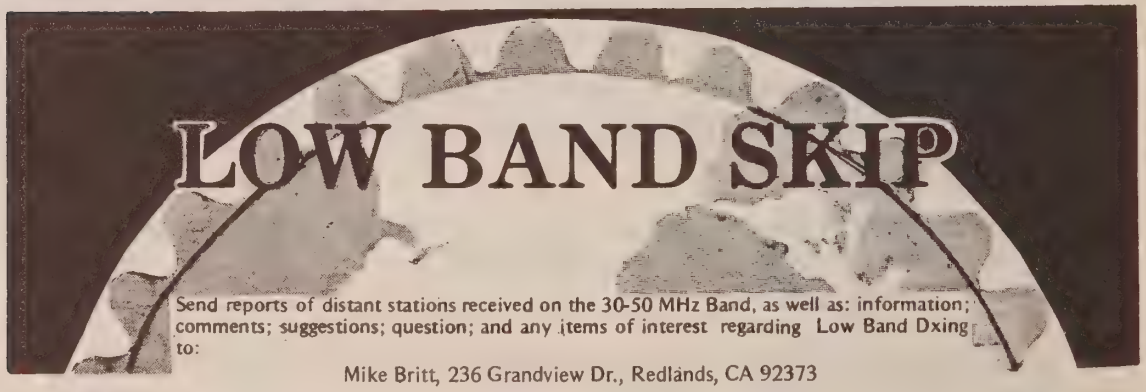
Will the PROFESSOR**(CA-OR-250)** please get in touch with me. I tried to contact you thru the BBS but the machine wouldn't answer. Drop me a note with your address/and/or phone number.

••••••••


LOW BAND SKIP
Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:
Mike Britt, 236 Grandview Dr., Redlands, CA 92373

AR-2001 (MX-5000) COMES THROUGH WITH SKIP!!

U.K. MEMBER PULLS IN SPORADIC-E FROM EUROPE

Ian Kerr, one of the RCMA's United Kingdom members, has written with information about his reception of DX transmissions on his recently acquired AOR AR-2001 scanner (known here in North America as the MX-5000, under the Regency label).

Says Ian, "The sporadic-E season started in Europe on the morning of 8th June, a month later than the usual early May start, fading out a couple of hours before midnight GMT." Ian says that the viedo frequency of 49.75 MHz (Channel R1) is programmed into the priority channel of the scanner and forgotten about (AM mode being selected for that channel). When the skip began pouring in, Ian easily heard broadcast sound and TV sound stations in AM and wideband FM (100 kHz deviation). Stations heard were from West Germany (near the Austrian boarder), the Democratic Republic of Germany (East Germany), Spain, Corsica, Italy, Poland, Czechoslovakia, Austria, Hungary, Bulgaria, Romania and Yugoslavia. The nearest station was Gruten D at 830 Km and the furthest at Kurdjali ROM at 2110 km. East European radio stations are in the 65.84 to 73.01 MHz band in 30kHz channels.

He continues, "the next opening found was in progress at 10:58 GMT on the 17th June and faded out about 21:17 GMT. Harmonics of HF broadcasters and warble (FM) jammers were heard. During the second opening I concentrated on utilities, but also heard new local traffic." Ian lives in Camberley, in the county of Surrey, England.

Ian heard pagers on: 29.75, 30.10, 31.28, 31.32, 31.40, 30.755-all on AM. French traffic was heard on 35.73 AM. On 33.50 FM a Spanish station was heard continuously repeating what Ian described as sounding "something like 'Central Publico...Landrover Escuto'."(Apunte de redactor: posible en parte 'Centro Publico'). Also, many Italian nets of a possible security nature were heard on 37.25, 37.35, 37.70, 37.80, 37.85, 37.90, 38.00, and 38.25 - all on FM. At 20:25 GMT on the 17th, U.S. military base security traffic was heard on 37.90 FM: 34 Nugget, Charlie 5, 16 Navahoe 45, 46, 33, 4 Alpha, 31 Alpha, 31 Nugget. Ian notes the time zone was GMT + 2 hrs. This would be Daylight Savings Time, probably bases in the Federal Republic of Germany. (European Time + 1 hr.).

Scrambler telephony was heard on 38.025 FM and fsk (frequency shift keying) or scrambling on 41.05 FM. Many voice pagers were unreadable on 30.90 AM but a German language voice pager was heard on 40.70 AM. Point-to-point traffic (OM and YL) in a Slavic language was heard on 33.10 and an Eastern European slavic language was heard on 41.30 FM (duplex).

The other signal of note was an unresovable wideband FM telephony channel diviating over several hundred kHz. The pulsers on 38.575, 38.925 and 39.30 sounded similar to background sounds on the German voice pager, according to Ian. Perhaps this is some sort of carrier / guard tone. Ian asks "does anyone know if this is a spurious response or radiation from a local FM broadcast receiver?" All this is below the broadcast bands, but an isolated pager was heard on 71.725.

Thanks to Ian for his report. Any comments from members? If so, direct them to the Low Band Skip column.

1983 - 84 Skip Reports

*** From Hugh (CA-LA-472):

Bearcat 250 - Hustler discone up 35' - - West Los Angeles Times: PST

10/24/83	38.3		Spanish (2 stations) (Mexican Oil ops.-Ed.)	1510
10/25	33.94	B	KRI 643, Marrero FD, LA	1357
	33.7	B	ID: "KQD 861, Hillsboro, Ohio Fire Dept., off & clear at 1817 hours"	1417
10/26	33.74	B	ID: "1730 hours, KID 606, Harrisonburg, Virginia"	
11/7	30.66		HF image (15330 KHz): "This is the Armed Forces Radio and Television Service"	1357
	30.69		HF image (15345 KHz) Same as above - these are simulcast over 500 KW Voice of America XMTR in Bethany, OH daily	
	31.35		Spanish pager	1458
	32.68		Spanish pager (all: Argentina - Ed.)	1332
	32.82		Spanish pager	1457
	32.96		Spanish pager	1508
	33.475		Ominous buzz - Godzilla's back! (Powerful Nicaraguan rptr)	1130
	35.08		Spanish pager	1518
	35.28		Spanish pager (all: Argentina - Ed.)	1459
	35.32		Spanish pager	1509
	37.42		Spanish pager	1556
	37.62		Spanish pager "Radio Llamado" (Buenos Aires-Ed.)	1430
	37.14	B	KBZ 358 Southern accent	1026
11/8	39.82	BM	KMGW 642 "Mason County" (KY?)	1004
	39.24	BM	"KF- 675" "Livingston County"	1034
	39.18	BM	Morse ID: "KIC 287"	1200
			"Allegany County" (MD - Sheriff)	1145
			KLM 464 (not listed in fiche-Ed.)	1145
	42.62	BM	KKI 693 Tfc. in "Goldsboro" area (Call is Hibar Alabama-Ed.)	1005
	42.96	B	KZP 993 "Base" southern accent	1006
	43.88	B	"Radio Maintenance" Tfc.: "...in the state of Indiana..."	1020
	42.06	B	ID: "O.P.P." Probably the old Ontario, Canada provincial PD frequency	1000
11/9	42.10	B	KFT 569 southern accent (Call similar to this)	1046
	44.26	BM	"Distribution" Truckers - southern accent - definitely not local	0953

Low Band Skip continued

	44.25	B	Spanish - several stations (Mex oil ops. - Ed)	0957
	30.96	B	Spanish	1550
	34.23	BM	Spanish - long conversation	
	39.92	B	WQY 236 (Call Similar to this - fiche shows PA VHF Hi) -Ed.	1130
11/15	30.8	B	Spanish (again 11/16)	0931
	31.48	BM	Oriental language	1506
11/17	35.42	R	Shreveport, LA mobile phone channel	1325
12/5	30.75		HF image: "This is your family radio, WYFR, from the United States of America" (15375 or 15380 KHz, XMTR in Florida)	1050
	35.5	R	Philadelphia, PA mobile phone channel	1207
12/10	39.5	BM	Louisiana mutual aid - several N. LA SO's in a pursuit on Hwy. 20	1130
	39.68	BM	KKC 194 "Headquarters" pursuit through Baton Rouge, LA area on Hwy. 61 (revisited?)	1137
	40.36	BM	Spanish - very agitated shouting (Mex oil - Ed)	1209
	43.46	B	Russian (! - Ed)	1238
2/12/84	30.64		HF image - probably Radio Canada Intl.	1100
	35.22	B	Spanish - female voice (Arg - ? - Ed.)	1155
3/10	30.46		HF image - probably VOA	1200
3/13	33.38	B	KGH 494 Phillips Pipeline Co., NM	1026
		M	KA 2365 Phillips hand-held same site	1026
		B	KJT 920 Phillips - Maljamar, NM (Note: first sporadic E of year)	1026
3/14	37.46	B	Spanish - broadcast of some sort with male & female announcers	1440
	37.46	R	Spanish - 2 way contact, different people	1500
	35.94	R	Spanish - like 37.46	1510
3/15	34.43	BM	Spanish	1420
	30.24		Spanish pager (new) (Arg - ? - Ed)	1347
3/16	33.35	BM	Spanish (Cuba - Ed)	1105
	33.76	B	Spanish (Mex - Ed.)	1112
3/17	35.15	R	Spanish - sounded like phone call	1033
	33.475	R	"Ten-David bye" (repeated skip from Nicaraguan repeater input is 39.475 - Ed.) "try the callback" Note: ten-david is Los Angeles SO, positively ID'd by switching to LASO 39.48 "Charlie" FQ (also the 33 MHz rptr input)	1303
3/20	33.48	B	ID: "KJE 450, Allentown, Pennsylvania, 1500 hours..."	1200

Reception Reports

*** From George DuBois (OR-001): All received on a BC-250 with a highgain triband.

Times given are PDT (excerpts from his logs of last winter and spring)

10/02/83 11;30 33.90 KRG767 "Talbolt County, Maryland" FD
10/03/83 21:00- 39.02;39.14;39.20;39.82;39.94 - Los Angeles County Sheriff - division
22:00 stations.
" 35.38 mobile telephone - "Los Angeles Mobile"
" 42.40 C.H. P. Santa Ana dispatch
" 42.44 C.H.P. Los Angeles (West L.A.)
" 42.46 C.H.P. Los Angeles Central
" 42.50 C.H.P. Los Angeles (Glendale)
" 42.52 C.H. P. SanBernardino (Riverside)
10/11/83 18:00+ 33.52 (R) Philippines IB @ 6,500+ miles!
10/12/83 16:52 33.16 (call sign similar to "KRU508". No match - Ed.)
16:56- 33.16 (R) Agana, Guam, @ 6,000 miles! IB
18:02
17:02 33.06 KGA842 District of Columbia, EMS
17:17 30.45 "Range Control", Ft. Hood, Texas
10/15/83 09:30 30.45 " " , Ft. Hood, Tx.
10:00+ 31.06 Fish and Game Dept. S.Carolina or Lousiana (no call given)
12:00 33.82 "KGH277, remote 1"; Lancaster, Pa.
" 33.70 KGD869 Somerset, Pa. FD
12:03 33.26 KKD562 Tenneco, Kinder, La. IP
" 33.26 KYA443 Tenneco, Housten, Tx. FD
12:04 33.78 KJR745 Cypress Creek VFD, Tx. FD
12:08 37.62 Spanish language paging, Argentina (Buenos Aires - Ed.)
10/16/83 12:00 33.48 KGE899 Union City, Pa. FD
" 33.88 KMJ961 Garrett County, Md. FD

Low Band Skip continued

	12:01	33.68 KBI517 Green Twp., Ohio FD
	12:03	33.70 KDP381 Cattarugus Co., N.Y. FD ("airplane crash; runway 22")
	12:15	39.25 U.S. military (went to "green" — KY-28?)
	" "	39.65 U.S. Mil. more of same - clear voice.
	12:38	37.62 Spanish - IB paging, Argentina
	12:44	35.18 Spanish - unknown (Central American IB - Ed.)
	12:45	37.08 KKP930 Lonoke Co., Arkans. PD

George notes that only some paging on 35 MHz was detected on 10/29. On 10/30, the band was completely dead.

05/22/84	14:40	39 MHz L.A. County Sheriff freq.s were in.
	14:46	35.58 "Ventura mobile" Pac Tel mobile telephone
	"	"San Diego mobile"
06/12/84	21:18	39.90 KJJ400 Benkelmon, Neb
	21:22	39.58 KNBH901 ? (Ed's note: Scott City, Ks.)
	21:25	42.12 State Police - "Joplin" (Mo.-?)
	21:29	39.84 KWE634 Kearney, Neb. (gave thunderstorm warning for Buffalo Co)
	21:32	39.98 KNIT598 ? , Neb.. (Same thdstr warning...)(new call sign)
	22:00	39.90 (call sign sounded like "KHJ440", but does not match)
	22:01	39.24 WXR367, state of S. Dakota
	22:05	39.90 KAG374 Ogallala, Neb.
	22:09	39.10 KLE722, state of S. Dakota, Vayland + others heard.
06/13/84	21:00+	39 MHz L.A. Co., Ca S.O.; 35 MHz mob. tel., L.A.
	21:48	46.10 U.S. Army "Hotel-55";Golf-55";"Lima-55"
6/17/84	20:36	39.58 KAJ998 Atwood, Ks. PD
6/17/84	20:07	39.82 KVN854 Thurston, Nebraska PD
	20:12	42.06 KAA270 State of Mo.; Poplar Bluff
	20:13	39.98 KNCS623 ? (new call sign; possibly NE.) PD
	21:09	39.90 KTE367 Sargent, Neb. PD
	21:19	39.96 KXY223 Curtis, Neb. PD
	21.22	39.90 KAG318 Imperial, Neb. Sheriff's office
	22:00	39.90 KAG390 Kimball, Neb. PD
	22:56	39.58 KAJ990 Atwood, Ks. PD
6/18/84	18:03	44.80 WZN207 State of Calif., Huntington Beach (State parks)
6/20/84	18:55	33.58 KAF373 Elkhart, Ks. PD
	18:59	33.58 KNBH901 Scott, City, Ks. PD
	19:05	44.94 KAA951 State of Kansas, K.S.P. IDed as "951"
6/21/84	18:00-21:00+	39 MHz L.A.Co.S.O., CA. channels active
		46.26 KMD622 Anaheim, Calif. "Net 4" FD dispatch
6/22/84	20:07	39.90 KAJ668 Ainsworth, Neb. PD
	20.22	39.32 KBI850 State of South Dakota PD

Thanks to George for his reports.

*** Jeff Shinn (ID-010) heard some of the first E_s skip of 1984 in March 7, 1984. He reports hearing the Los Angeles, Ca, county sheriff, both dispatch and mobile, on 39.82 (base for Temple City, Altadena, and Crescenta sub stations) and 39.86, mobiles for Santa Clarita and Antelope Valley sub stati ns - base on 39.08). Refrences included, "Bellflower", "131-Frank", "111A to S.R.C.", "go to frequency charlie...set up a patch". Jeff also noted hearing the "busy tone" distinctive of the L.A. County sheriff low band radio system. (a series of beeps broadcast over the base freq. when mobiles are transmitting on the mobile side of the duplex channel - done to prevent mobiles from covering one another's transmissions). Jeff has a BC-300 with an antenna located in his second story attic.

*** Susan Moll (MI-138) a new member to RCMA this year, reports hearing California via skip on March 28, 1984. Among others, Susan heard Los Angeles FD "O.C.D." on 33.70 and 33.82 and Lake Arrowhead Fire Protection District on 33.64. These were received from 13:30 EST to 18:30 EST, with the best reception between 15:00 and 16:00 EST, according to Susan. On April 4, 1984, Susan picked up a Spanish paging station on 31.36 MHz. Although she didn't know it at the time, Susan was hearing some "long haul" F_2 skip from one of the lesser heard business paging stations in Argentina.

Susan's reception in April was among the last of the major F_2 openings in the 1983-84 solar skip season. The F_2 died completely following one last flare in late April. The E_s season, however, was already underway, with lots of short hop skip in May and June.

VHF - HI REPEATERS CAUSE SKIP CONFUSION...

Richard Singer (MD-068) now an Indiana resident, writes in refence to the April, 1984 Low Band Skip column in which David (OH-146) reported receiving Casco Twp, Mich FD on the frequncy of 154.4, although that dept. operates on 153.89, and not 154.4.

Richard says he receives various VHF-Hi band skip from Ohio, Michigan, Illinois,

and Indiana stations that are assigned on 153.89, but hears them on 154.4 because of a repeater in Anderson, Indiana which has an input of 153.89 and an output on 154.4. No doubt this is also the explanation for why David was hearing odd Hi-band skip.

Richard also notes that he has heard stations assigned to 154.07 being repeated over 153.77. This is due to Indianapolis having a repeater system with a 154.07 input frequency and an output on 153.77 (The repeated skip is heard as the result of high band tropospheric skip. Richard confirmed that the odd receptions were indeed repeated skip, not harmonics, because of the fact that the phenomenon occurs on several different scanners).

A similar mystery with high band frequencies has been reported by Jim (IL-60) who has heard skip from Ohio on 151.445 at his location in Palatine, Ill. Apparently, 151.445, a forestry frequency, is a repeater output with an input elsewhere on the VHF Hi band.

During periods of short-hop skip on the high band, Jim has heard northern Illinos and Ohio PD calls on the 151.445 frequency. He reports hearing Columbus, Cleveland, and Akron mentioned. It is not certain that these were the actual departments the transmissions were from, but if they were, all three happen to share 155.3 MHz, and Columbus and Cleveland also share a 154.83 assignment. It would seem unlikely, however, that police and forestry would be using a common frequency, because FCC allocations separate these services. The only obvious likelihood would be if the shared frequency was one of the "local government" frequncies, since this might be used both by police and fire. If that is the case, the 158-159 MHz area seems most likely.

About the receptions, Jim says, "the weather was weird and played havoc...on VHF Hi. I heard quite a few locals complaining about being walked on and (other) interference." Jim says he heard a call sign similar to "KNA310", apparently from one of the Dx PDs (the call does not match, however). The conversation was in refrence to a mobile unit's inability to be heard on a law enforcement repeater in Cook County (Ill), although it could be heard in Lake County. There was specific refence to VHF-Hi band.

When Jim has heard Illinois law enforcement on 151.445, the patrol areas mentioned have been in the Lake County and Waukegan area. When the Ohio PDs have come in, the Illinois PDs have not been heard.

A number of freqeuncies are used by law enforcement in Lake County, Ill., including two which are "local government" allocations: 158.895 and 158.94. Additionally, both of these frequencies are repeaters and are used by the Sheriff. Other Lake Co. frequencies are: 155.37 (used also by many Ohio PDs), 155.655, 155.7, 156.15, 156.21, and 158.97. How any of these might relate to a repeater on 151.445 remains a mystery.

Can any Illinois area members explain this 151.445 mystery? Perhaps someone with knowledge of Illinois forestry radio systems can provide a clue.

With Fall here and Winter just around the corner, there ought to be at least some F_2 skip activity - although it certainly won't even approach the activity of the last few years. Now is the time to check your scanners for Dx signals from across the nation as well as across the boarder. And by all means, SEND IN THOSE REPORTS!

73's Mike

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:

RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

FOR TRADE: Realistic PRO-20-A. 4 channel VHF Hi-Lo. Wish to trade for good BC-100. Contact: RUSS FARRELL (CAN-098), P.O. Box 1171, Main Post Office, St. Catharines, Ontario, Canada L2R 7A7. (7-25-84)

WANTED: Programmable Bearcat scanner. $50.00 ?. Contact: VERONICA SCOTTI (CA-OR-284), 9411 Chapman #163, Garden Grove, CA 92641 or phone 714-537-3526. No collect calls please. (8-7-84)

FOR SALE: Regency MX5000. Complete in original box. $325.00. Contact: ALBERT E. NICHOLS (RI-007), P.O. Box 8292, Garden City Stn., Cranston, RI 02920. (8-6-84)

FOR SALE: Explorer II car radio shortwave converter. $39.00. Contact: STEVEN HANDLER (IL-001), P.O. Box 1596, Northbrook, IL 60062 or phone 312-272-5115 days only, no collect calls. (7-9-84)

FOR SALE: FCC microfiche. State index (sorted by city, then frequency, then call sign, etc.). Feb. 27, 1984 issue date. Most states available. $5.00/state. Send post card first to determine availability. Contact: JEFF SHINN (ID-010), 7275 Cascade Dr., Boise, ID 83704. (8-3-84)

FOR SALE: Realistic PRO-2001. Excellent condition; for home or mobile use; shipping included. $110.00. Contact: CHIP COON (NC-045), 4213 Oldfield Rd., Charlotte, NC 28226 or phone 704-542-9399. (7-31-84)

FOR TRADE: Realistic PRO-2001. Excellent condition. Would like to trade PRO-2001 + $100.00 for PRO-30 or BC-100. Contact: CHIP COON (NC-045), 4213 Oldfield Rd., Charlotte, NC 28226 or phone 704-542-9399. (7-31-84)

WANTED: Any kind of receiver or tuner (tuner-amplifier) covering television VHF and/or UHF frequencies (without video, but can be with outputs to video monitor). Used or new. Contact: REIJO SIIVONEN (FINL-001), Osmonkatu 13, SF-26100 Rauma Finland. (7-25-84)

FOR SALE: Regency M-100. Excellent condition. $150.00. Contact: JIM STROIKA (WI-066), 4817 N. Elkhart Ave., Whitefish, WI 53217. (7-14-84)

WANTED: Realistic PRO-2002. Contact: BILL WARNOCK (CA-SB-058), 599 Redding way, Upland, CA 91786 or phone 714-981-3966. (7-19-84)

FOR TRADE: Regency H-604. 6 channel Hi/Lo/UHF. Will trade for ACTR-106. Must be in good condition, also will trade 2 Motorola TSN 6000A1 communications speakers. Contact: FREDERICK E. SHEEHAN (PA-189), 12 Kern St., Collingdale, PA 19023 or phone 215-237-9033. (7-19-84)

FOR SALE: Grove FTR-2 scanner filter. $30.00. Contact: JEFF HOOPER (GA-027), Pleasant Hill Rd., Blairsville, GA 30512. (7-29-84)

WANTED: Crystal 139.700 mhz, also information on scanners for sale. Contact: JOSEPH C. BRYAN (DE-017), 32 W. Plover Dr., Newark, DE 19702. (7-1-84)

FOR SALE: Regency ACT-T-720A Digital Flight Scan. AC cord, manual, and antenna; mint condition. Will ship UPS. $120.00. Contact: ED HOUCK (IA-045), 2719 Allison, Des Moines, IA 50310 or phone 515-279-2928. (7-1-84)

FOR SALE: Bearcat 100. Includes case, charger; in A-1 condition. $225.00 Min. Contact: AL GREENMAN (NY-032), 2150-72nd St., Brooklyn, NY 11204 or phone 718-256-4629 (or 9045).

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

LONG LEAD TIMES ... AGAIN

As I write this column, the Olympics are in full swing, and the hiss of DVP is heard in the land. The security is absolutely awesome. Most good traffic is on military frequencies, and scrambled. Fifty or so local agencies use special Dept. of Defense radios, and everybody else seems to have a shiny new Motorola HT to carry. Really important folks carry two. Every group of ten or so folks has their own frequency, and their own repeater. Periodically a Motorola truck pulls up

with fifty or so more radios. It gets a bit surreal after a while, but there will never be monitoring like this again. My computer file shows 100 new frequencies!

L.A. is currently in the midst of the world's largest party. It goes 24 hours a day, all over town. I could write more, but this is a photo column, and it would be history by the time anybody sees it. Long lead times ... again.

Our photo comes from Mark Abramowitz (TX 137), who monitors police, fire, other public safety, and CB. His equipment (starting top left) includes a Baylor HF portable, JIL SX-200 scanner, Radio

Photo Dept continued

Shack Patrolman - 6, Kenwood R-2000 (synthesized HF rcvr), President Madison base CB (below the R-2000), Pace and G.E. portable SSB CB's.

Along with the wall map and QSL's, Mark has SCAN and Heath spectrum charts. Not seen are the outdoor antennas; a Shakespeare Big Stick and Antenna Specialists discone. A Sony AN-1 is also used. Mark has been monitoring for two years. I wish to thank him for his nice clear photo, and for making a Photo Dept. in a month when I was too busy (and too punchy) to do any printing myself. See? You guys DO write this column.

Tomorrow I take five rolls of color neg to the developer's, and if there's anything outrageous enough you'll see some panalures of it in the official wrapup of the Olympic Games. Then we'll bid the XXIII Olympiad goodbye, and the members will get to write a whole bunch of Photo Departments. See ya.

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

STANDARD TEN SIGNALS

The RCMA recognizes that most Public Safety Departments use "ten signals" as a part of their standard communication procedure. Our editors will not print the more common signals, which are listed below, but will note additions and differences when listing a departments "ten signals". By not having to print the below listed signals repeatedly, we will save valuable space for additional data. Only differences and additions to this listing will be noted by editors. Please refer to this listing when monitoring. Any corrections or additions will be noted during coverage by the editor.

10-1	Receiving poorly	10-33	Emergency
10-2	Receiving well	10-36	Correct time
10-3	Stop transmitting	10-41	Beginning duty tour
10-4	Okay, acknowledgement	10-42	Ending duty tour
10-5	Relay	10-43	Information
10-6	Busy	10-50	Accident (F, PI, PD)
10-7	Out of service	10-51	Wrecker needed
10-8	In service	10-52	Ambulance needed
10-9	Repeat	10-55	Intoxicated driver
10-13	Weather / Road conditions	10-56	Intoxicated pedestrian
10-18	Quickly	10-57	Hit & run accident (F, PI, PD)
10-19	Return to ----------	10-70	Fire alarm
10-20	Location	10-71	Advise nature of fire
10-21	Call ------- by telephone	10-72	Report progress of fire
10-22	Disregard	10-73	Smoke report
10-23	Arrived at scene	10-74	Negative
10-24	Assignment completed	10-76	Enroute
10-25	Report in person to ---------	10-77	Estimated time of arrival
10-27	Drivers license information	10-82	Reserve lodging
10-28	Vehicle registration information	10-88	Telephone number of ------
10-29	Check for wanted	10-99	Wanted / Stolen is indicated
10-30	Unnecessary use of radio	10-0 / 10-100	Use caution

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows - Iowa, Kansas, Missouri, Nebraska, N. Dakota, South Dakota, and Minnesota:

Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029

Editor's Note: The following survey will be reproduced as the November centerfold. For those of you not inclined to wait, Rudy will be checking his mail for 'early returns.'

PUBLIC SAFETY NORTH CENTRAL READER SURVEY

Return to: Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029 -PSNC Ed.

In order to generate more reader interest, I am asking you (the North Central Reader) to answer the following questions. You need not include your name and ID number, but I would appreciate knowing where the replys are coming from.

Thank you!

1. **List your monitoring equipment. Include any external antennas.**

2. **What frequencies and agencies do you monitor regularly?**

3. **What frequencies and agencies do you monitor only occasionally?**

4. **How important are the various codes and district assignments (A) Very important, (B) OK, (C) Not important?**

5. **In what specific areas do you wish to see more information?**

6. **What percentage of your time is spent monitoring (A) at work, (B) at home, (C) mobile?**

7. **Do you keep past RCMA Newsletters? If so what is your oldest copy?**

8. **What will be your next major purchase of monitoring equipment?**

9. **What can the North Central editor do to improve the newsletter?**

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Jack Waterman, 466 Kings Way, Mundelein, IL 60060

SURPRISE! Here's a Public Service - Great Lakes column for the second month in a row. Actually, you shouldn't think of it as a surprise: I plan for PS-GL to appear regularly, with enough interesting data to assure that it remains one of your favorites.

One last reminder of the new editor's name and address, in case you missed last month's issue:

Jack Waterman [CA/OR-118]
466 Kings Way
Mundelein, IL 60060

There's lots to report this month, which is very encouraging because I'm writing this at the beginning of August and the first notice of my name and address won't appear in the Newsletter for another three or four weeks. That's a real tribute to the enthusiasm of our members who take the time and make the effort to track down a new editor with their contributions.

This month we'll cover VanBuren County, Michigan; Portage County, Wisconsin; Southwest Suburban Chicago Fire Departments; rules and regulations for use of the IREACH frequency in Illinois; a retrospective look at MERCI mobile unit designators, again in Illinois; and recap the last meeting of the Chicago Chapter.

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MICHIGAN

This contribution comes from a member who requested that he not be identified - he's the modest type I guess. This is the type of input that an editor really loves to receive, all typed and ready for submission directly to the printer.

VAN BUREN COUNTY SHERIFF'S DEPARTMENT

F-1	155.580 Repeater (156.090 input)
F-2	155.580 Simplex
F-3	155.715 Countywide Fire
F-4	155.865 "MEPS"
---	155.370 Intersystem

CALL SIGNS:

KQB891	155.580 VBSD (only call used, tho others assigned)
KQB253	155.580 South Haven PD (Simplex)
KQE715	155.580 Bangor PD (Simplex)
KGR426	155.715 VBSD Fire/Ambulance dispatch

UNIT NUMBERING SYSTEM:

11-1	Sheriff H. "Cal" Rosema	17-	Lawrence Village PD prefix
11-2	Undersheriff Dale Gribler	18-	Hartford City PD Prefix
11-	VBSD prefix	19-	Covert Township PD prefix
12-	Paw Paw Village PD prefix	23-	Bangor City PD prefix
13-	Lawton Village prefix	24-	Gobles City PD prefix
14-	Decatur Village prefix	25-	Mattawan Village PD prefix
16-	Keeler Township PD prefix	26-	Bloomingdale Village PD prefix

GENERAL NOTES:

Nearly all local police, ambulance, and fire personnel in the county are dispatched by the Sheriff's Department based in Paw Paw, the county seat. An exception is the city of South Haven, the largest in the county, located on the shore of Lake Michigan. It has its own centralized dispatching system. The PD works 155.580 simplex, although both base and mobile units can access the Sheriff's repeater located near Hartford on the Van Buren County Youth Fair grounds. South Haven PD mobiles using the SD system identify simply as "South Haven Two," "South Haven Four," etc.

The SD dispatchers sometimes bypass the repeater and use 155.580 simplex to work mobiles on the eastern side of the county, or for greater privacy. There is no use of scrambling anywhere in

the county. The "MEPS" channel (F-4) is generally used for short-distance car-to-car traffic, although a mobile command post uses the frequency to coordinate special events like a large rock concert held this summer at the Timber Ridge Ski Area in Pine Grove Township. Sheriff's Marine Division units generally use F-1 (repeater) just like any other unit, although they frequently pop up on marine channels 16 (156.800), 22 (157.100) and 83 (157.175). The latter two are used to coordinate activities with the Auxiliary-manned Coast Guard station in South Haven. The Marine Division also patrols the many inland lakes in the county.

Nearly all fire and ambulance services in the county, including several private concerns, use the county fire channel: 155.715. Exceptions are the South Haven City and Covert Township fire departments which use 154.205 instead. This frequency is used as well for the emergency warning system for the Palisades nuclear power plant in Covert Township operated by Consumers Power Company. The South Haven FD does use 155.715 to page Coast Guard Auxiliary personnel during off-hours when they are needed at the CG Station.

All ambulances in the county use 155.340 to communicate with the three area hospitals: South Haven Community, Lakeview Community in Paw Paw, and Watervliet Community in Watervliet in Berrien County just south of Covert.

One Van Buren local fire department uses a non-standard frequency: Sister Lakes on 153.890. This is used because this department gets most of its mutual aid from Cass County units and this is the countywide Cass fire channel. The Mattawan FD is listed as using 154.400, but I have never monitored them.

That should answer any questions you may have had about VanBuren County. If not, feel free to pass along any remaining ones to me and I'll forward them to this contributor.

--

WISCONSIN

KEVIN [IL-274] recently spent three days in Stevens Point, and sent the following report when he returned. From the quantity and quality of the data, Kevin must have spent just about all of his time monitoring!

Portage County Sheriff's Department

Main operating frequency - 155.595 mHz KYS 824

Unit numbering system:

321 - 329	Wardens	[323 = Forest Ranger]
341 - 345	Plover, WI police dept [dispatched by sheriff]	
347	Park Ridge, WI police chief	
351	Sheriff	
352 - 394	Sheriff's deputies	
398	Mechanic	
399	Coroner	

Stevens Point Fire Department

Main operating frequency - 154.385 mHz KNCK 281

Mutual aid frequency - 154.295 mHz

[Kevin notes that 46.46 mHz, which is listed in Police Call, is not in use.]

Unit numbering system:

S-1	Chief	S-6	Pick-up [utility] truck
S-2	Diesel pumper	S-7	100 foot ladder truck
S-3	85 foot ladder truck		
S-4	John Bean pumper	S-9	Inspector
S-5	Mini-pumper	S-10	Assistant chief

Stevens Point Police Department

Police Department "Central Dispatch" is located on Strong St, along with Portage County Sheriff, City Clerk, Court House, etc.

Main operating frequency:

155.670 mHz KYS 825 [licensed to Portage County]

Additional operating frequencies:

155.595 mHz KYS 824 Portage County Sheriff

154.385 mHz	KNCK 287	Stevens Point Fire Department
155.370 mHz	KYS 825	Point - to - point
155.475 mHz	KJK 666	WISPERN/NLEEF [Kevin notes receive capability only]
453.625 mHz	WQH 466	University of Wisconsin/Stevens Point
155.340 mHz	KWT 787	HEAR
	KWT 788	HEAR
45.56 mHz	HRB 427	Stevens Point Street Department

Police Department portable radios are configured as follows:

155.595 mHz	Ch 1
155.670 mHz	Ch 2
155.475 mHz	Ch 3
155.370 mHz	Ch 4

Unit numbering system:

201	Chief
202 - 218	Captains, Lieutenants, Sergeants
219 - 239	Police Officers

University of Wisconsin/Stevens Point

Main operating frequency	453.625 mHz	WQH 466
Pagers operate on	155.055 mHz	KTE 688
Unit numbers run from 501 through 511		
Portables can operate on	453.625 mHz	Ch 2/simplex [no repeater]

Dispatcher has a weather alerting receiver activated by local FM station WSPT. Dispatcher also has a 10 channel Regency scanner with the following notations:

Sentry Insurance Co Security *
City and Township Fire Departments
City Police Department
County Sheriff
State Police - Rib Mountain *
State Police Mobiles *
State Police to Counties *
Point - to - point
WISPERN/NLEEF
HEAR

Kevin and I would be happy to have those with asterisks identified/confirmed.

St. Michael's Hospital

Hospital to ambulance	155.340 mHz	KWT 787
Paging and 2-way traffic	151.895 mHz	KWD 290
Kevin reports nothing heard on 33.04 mHz		

Portage County EMS (Emergency Medical Services)

Ambulances are housed at Stevens Point Fire Department Station 1, on Division St, and are manned by SPFD EMT/Firefighters. Initial dispatch is by phone line from Stevens Point Police Department or Portage County Sheriff. Followup radio traffic is on either the SPPD frequency [155.670] or the Sheriff's frequency [155.595], depending upon the jurisdiction of the call [city or county]. Unit numbers are 296 and 298. Hospital to ambulance traffic is on HEAR [155.340].

Oxford Fire Department

Oxford FD provides fire protection for Oxford, Oxford Township, and Jackson Township.

Main operating frequency	39.58 mHz	KNAE 817
Additional frequencies	154.010 mHz	Marquette County Fire Dispatch
	154.295 mHz	Dept Natural Resources/Mutual Aid
	155.880 mHz	Marquette County EMS
	154.415 mHz	Adams County Fire Dispatch

Unit numbering system:

101 - 108	Briggs FD
109 - 120	Montello FD
124 - 130	Westfield Community FD
131 - 140	Harris Township FD
151 - 159	Oxford FD
161 - 165	Springfield Township FD
166 - 170	Newton Township FD
171 - 180	Endeavor FD
181 - 185	Westfield Township FD

Other Local Frequencies

Crystals for the following frequencies were in stock at a local radio store:

46.46	Plover FD
45.40	Portage County Highway Department
42.04	State Police
42.38	SP
159.225	Department of Natural Resources
151.430	DNR
155.010	Wisconsin Rapids PD
154.860	Waupaca County Sheriff
158.995	Waupaca County Sheriff
162.475	NOAA Weather
146.790	2-meter ham rptr
146.670	2-meter ham rptr

Request for info

Kevin would appreciate receiving the following frequencies; send them to me and I'll see that they're forwarded:

"Point Transport"	city transit buses
"Portage County Council on Aging"	senior citizens home
"Portage county Park District"	
"Unknown medical agency paging on 155.325 [not St Michaels]"	

Thank you, Kevin, for a very comprehensive review of the Stevens Point/Portage County systems.

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ILLINOIS

This review on Southwest Suburban Chicago Fire Departments was submitted by JIM [IL-023]. He reports that the areas immediately southwest of Chicago using 154.070 as their primary dispatch frequency [see the list below] began using new unit identifiers effective June 1. New box numbers are included in the system, which is being initiated in preparation for a new centralized dispatch center which will be located in the Palos Park area.

Department Indentifiers

2000 series	Alsip	2800 series	Posen
2100 series	Blue Island	2900 series	Robins
2200 series	Calumet Park		
2300 series	Crestwood	6000 series	Orland Park
2400 series	Dixmoor	6100 series	Mokena
2500 series	Garden Homes	6200 series	Northwest Homer
2600 series	Merrionette Park	6300 series	Palos Park
2700 series	Midlothian	6400 series	Palos Heights

Unit Identifiers

last digit = 0	officers
last digit = 1	officers
last digit = 2	ambulances [3rd digit 0-4 = ALS, 4th digit 5-9 = BLS]
last digit = 3	engines
last digit = 4	trucks
last digit = 5	squads
last digit = 6	tankers
last digit = 7	service vehicles, hose wagons, light trucks
last digit = 8	miscellaneous
last digit = 9	box alarm [last 2 digits 99 = ambulance box]

Jim provides the following example using Merrionette Park to illustrate the system's operation:

2603	Engine
2613	Engine
2605	Squad
2652	BLS ambulance
2609	Fire box alarm
2699	EMS [life safety or ambulance] box alarm

Thanks, Jim, for updating us on station and unit identifiers for this region. The column carried a similar rundown for Lake County a couple of years ago; interested readers may want to refer back to that, or write to me for a copy. I contributed the explanation for the Lake County/MABAS Division 4 identification system.

Please return to Bob Cheek, Computer Corner Editor, 22320 SW 63rd Ave, Boca Raton, FL 33428.

1. What type(s) of computer(s) do you use?

2. Do you have disks; if so, what size and format? (5" or 8", double density, soft sector, etc.)

3. What type(s) of printer(s) do you use?

4. Do you have a modem? 300 or 1200 baud?

5. Do you buy or write most of your software?

6. For those of you who write programs, what is the language you use the most for your programming?

7. Do you have scanning-related applications for your computer(s)?

8. What is your scanning equipment?

9. What topics would you like to see covered in this column?

"IREACH"

This system, which has been the subject of several short items in earlier columns, is the Illinois Radio Emergency Assistance Channel. Following are exerpts from a report by the chairman of the IREACH Governing Board to the Illinois Fire Chiefs Association.

The IREACH Governing Board functions in an advisory capacity to the APCO Frequency Advisory Committee and the Federal Communications Commission. The Board, which consists of representatives for the entire spectrum of public safety and local government radio users, is charged with making recommendations regarding potential licensees for the IREACH channel: 155.055 mHz.

Originally conceived as a support channel for 911 Public Safety Dispatch Systems, [the PSAP concept outlined by John Arendt] IREACH has been expanded to allow its use by all public safety agencies and certain local government functions that deliver or require emergency services on occasion.

The Governing Board Chairman states "The proper regulation and application of the IREACH concept on a state-wide basis is a difficult and complex problem. It requires the cooperation of all users and a strict set of licensing and operational guidelines that will prevent abuse and permit the proper use of this valuable tool."

The Governing Board has published the following Licensing Guidelines:

> Base station licenses will be granted to any public safety agency that, through common agreement, provides or is establishing an agency to provide a multi-discipline emergency dispatch service on a 24-hour basis utilizing Frequency 155.055 mHz. Discipline for the purpose of this guideline is defined as public safety units - specifically: Police, Fire, EMS, ESDA, Highway Maintenance, and Forestry/Conservation. Applications must be accompanied by documentation. The permitted ERP and antenna heights shall be no more than necessary to cover the jurisdictional area. No paging or selective signaling devices shall be allowed on this frequency. IREACH installed in a multi-frequency radio shall be assigned, whenever possible, to the F3 position.

In addition to the guideline statement, these two conditions apply to Committee licensing recommendations:

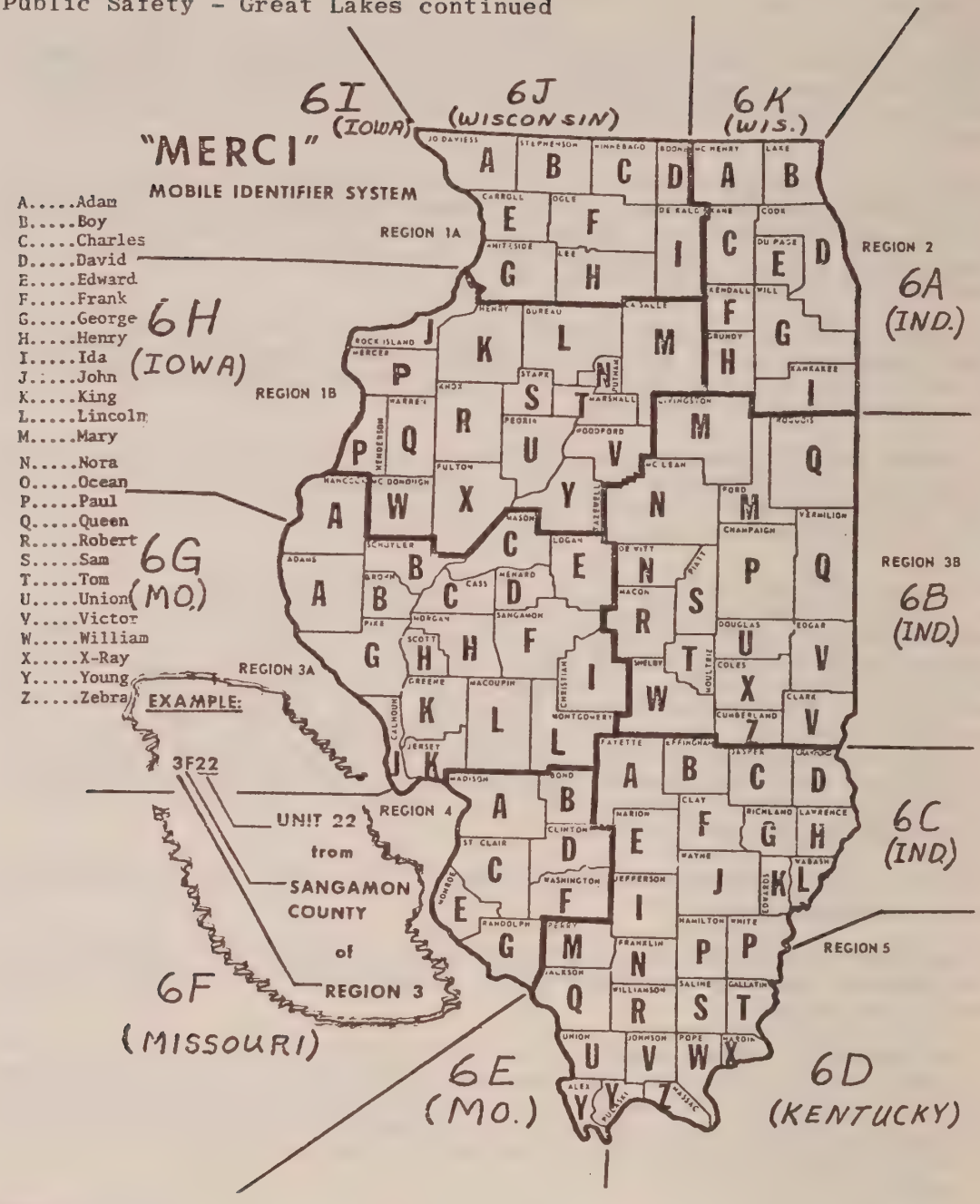
1. Base station licenses are recommended without regard for compensation for services rendered and licensees shall provide emergency services without prejudice to other authorized users.

2. The IREACH Governing Board retains the right to either waive certain requirements or impose more stringent requirements when it is in the best interest of public safety and the citizens of a geographical area to do so. Further, the IREACH Governing Board retains the right to require, at a license renewal time, a review of an authorization to insure that the best service is being provided to public safety.

The chairman has stated "The Governing Board is being very conservative with recommendations for base station licenses. The group feels strongly that a large number of base stations will render the system ineffective by virtue of overcrowding. Conversely, 'mobile only' licenses are the basis of the system and are granted without review by the Governing Board to any qualified applicant."

The Board has also established the following Operational Guideline statement:

> The frequency 155.055 mHz will be known as the Illinois Emergency Radio Assistance Channel (IREACH), which is fundamentally for mobile to mobile communications and coordination. This frequency will be used to establish a means of communication between public safety units when no other direct radio communications are available. <original emphasis>
>
> IREACH will be used to coordinate official public safety activities involving two or more public safety agencies. Official activities are defined as serving to provide for the protection of life and/or property.
>
> This frequency shall not be used by a single agency for field operations or as a car to car channel. Base station operation will be allowed to foster coordination and communication between public safety units. A base station may broadcast a dispatch that has significance for two or more disciplines.
>
> Station identifiers shall be utilized at the end of each series of transmissions and shall not be utilized on the basis of once every thirty minutes.



"MERCI"

In the early 1970's, after the Viet Nam conflict, when corpsmen were returning, paramedics were a new EMS concept [replacing the "throw and go" attitude of many ambulance services], Roy and Johnny were recognized role models, and federal funding was abundant, the State of Illinois Department of Public Health, Division of Emergency Medical Services & Highway Safety, established Medical Emergency Communications of Illinois or MERCI. As originally conceived, MERCI was to provide a standardized system for communication between hospitals and ALS or BLS ambulances. Suggested radio configurations [radios were supplied by the agency at that time] included one channel for ambulance to hospital use [155.340/155.340 only], one channel for ambulance to state police use [155.340/155.460], an alternate channel for ambulance to hospital use [to be selected on a local basis: 155.175 was used as an example], and one channel for local ambulance dispatch [again to be selected locally: 155.200 was the example].

As you know, much of that program has expired. As far as I know, the state no longer furnishes the radios for EMS providers, probably because federal funding has been terminated. Channels other than 155.340 are used for amb/hosp contact, including 155.400 in Lake County ["MERCI 400"] and the MED channels for ALS use. Part of the program which has carried on in some areas, however, is the unit identifier scheme. Illinois was divided into seven regions, labeled 1A, 1B, 2, 3A, 3B, 4, and 5. Counties within the regions were given letters. Finally, individual radios [that's right, not departments or ambulances, but radios] were assigned unit identifiers consisting of the region number and county letter in which they were

based, followed by consecutively issued numbers. As an example, Mundelein Fire Department, located in Lake County, had a Motorola portable radio designated 2 BOY 99, and a GE mobile radio, installed in an ambulance, designated 2 BOY 97.

Today, we identify from one of the ambulances as "348," from the telemetry radio as "Mundelein Ambulance," and from one of the portables as "portable 348." However, I understand that many areas of the state still use the original MERCI designators, so you'll find a photocopy of the "MERCI Mobile Identifier System" map somewhere in the column, depending on where the EDITOR could fit it in. Now it's up to you to pinpoint to what department or company the numeric segment at the end of any given identifier you hear used, belongs.

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FCC Microfiche

A member of the Chicago Chapter is attempting to organize a cooperative effort to purchase and distribute FCC license data on microfiche. Our chapter moderator, ED SIROVY [IL-004], advises that the master file has not yet been released but the cross index supplements are available. If you are interested in participating in this project, send a SASE to:

Ron Grzesik [IL-006]
480 West Daniels Rd
Palatine, IL 60067

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Chicago Chapter Meeting: August, 1984

A member with ties to the Bearcat marketing operation provided some interesting information at the last meeting. The word is that Bearcat's new parent organization, UNIDEN, has decided to prune the product line. Models to be dropped include the BC-250 (!), the Compuscan which never really reached distribution, and the BC-210 XLT which was promised but never delivered. No one at the meeting could begin to guess why a scanner as popular as the BC-250 would be discontinued. Reportedly the BC-100 and the DX-1000 will be continued, along with other current models, and new products will be introduced.

The Romeoville [Union Oil] refinery fire was discussed, and it was reported that the following frequencies were active:

154.400	Romeoville FD	the coordinating freq
154.265	NIFERN	
155.025	Illinois ESDA	
39.22	Will County Sheriff	
39.50	"	
39.62	"	

Providing mutual aid at the incident were the AeroMed helicopter, CFD boat, CFD District Chief 2-1-17, Lockport FD, Naperville FD, Salvation Army Canteen [listen for them on 461.500 for good commentaries on greater alarm fires], among others.

Poplar Creek is a popular [forgive the pun] suburban spot to enjoy musical entertainment. Their radio traffic may be monitored on:

151.745	CH 1
151.715	CH 2
151.625	CH 3

THANKS to BRANDT [IL-084] and BOB [IL-267] for providing this info!

It was also reported that the IL Dept of Conservation will abandon their current low-band system [31.86/42.76] for the high band repeater frequencies previously reported in this column. However, 151.445 R-out will be used only by Secretary of State units [previously included in the Dept of Conservation list as a freq shared with SOS] and one or more additional frequencies in the 151/159 bands will be assigned to Dept of Conservation. Add those to your list of what to search for this fall. Remember the big prize for being the first to report new freqs in this column: your name and number in print!! [big deal??]

Final tidbits:

CFD radio techs may be heard on 154.265 mHz [Wisconsin's mutual aid freq]
Chicago Sun Times photogs may be monitored on 173.225 mHz
CPD has a new "City Wide 8" -- 460.525 mHz, NO rptr, for portables only
Sears Tower Security operates on 464.950 mHz
Bloomingdale PD 800 freqs, courtesy of SCOTT [IL-179]: 813.2125 / 858.2125

Public Safety - Great Lakes continued

Palatine PD 800 assignment:	856.7125 mHz
DuPage County Sheriff F-1:	852.6250 mHz
DuPage County Sheriff F-2:	854.6950 mHz
Joliet PD Channel 1:	856.4375 mHz
Joliet PD Channel 2:	857.4375 mHz

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QUESTION BOX

1. How about a review of what each of the Indiana State Police freq's is used for currently?
2. Are there any new developments in Wisconsin SP's move to hi-band channels?

NEXT MONTH: UPDATES ON CFD AND CPD II

Nothing else in the file folder waiting for next month's column. Indiana, Ohio, and Kentucky members - wouldn't you like to see your states represented here? Larry [MI-001] has already been in touch and offered his assistance, as have several other regular correspondents including MICHAEL [IL-014]. How about joining that group??

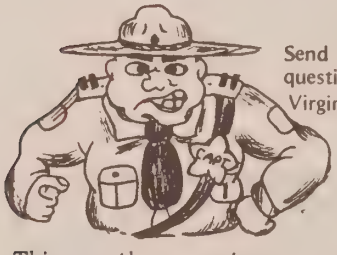
Although it's hard for me to imagine, winter is coming [remember, I'm writing this in early August when the temp is 95 and the humidity is the same]. A couple of years ago, we ran the highway maintenance freqs for each county in all six column states. How about an updated repeat? If you send me your confirmed lists in the next three weeks that would make a dandy feature for the November edition, just in time for the start of the snow season.

That's it for this month. Enjoy your monitoring and remember the motto:

TRACK 'EM DOWN WRITE 'EM UP SEND 'EM IN !!

Best regards,

Jack



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

FLORIDA HIGHWAY PATROL

This month our primary coverage will be devoted to the **FLORIDA HIGHWAY PATROL** and the radio system which is used by the troopers and other enforcement officers of the state. As an introduction, let me give you some facts about the FHP and how it operates. The **Florida Highway Patrol** is the state traffic enforcement organization of Florida. There are three assignments which almost divide the FHP into three parts. First, you have the "outside patrol" which is the regular, state-wide FHP troop assignment. Next, you have the "turnpike patrol" which is officially known as Troop "K". Troopers on the turnpike, from Wildwood to Homestead no nothing but work the Florida Turnpike, with special vehicles and their own radio system. Finally, the FHP has the "weight troop", known officially as Troop "I". These men do little other than man the weight stations and perform weight inspections with the help of the Florida Dept. of Transportation.

Florida Highway Patrol - Base Stations:

Troop "A" - Headquarters	Panama City	Primary Dispatch
Panama City Hq Dispatch	KIC734	F1 154.665 MHz
Crestview	KIA285	F1 154.665
Marianna	KIB490	F1 154.665
Pensacola	KIB473	F3 154.695

Escambia, Santa Rosa, Okaloosa, Walker, Holmes, Washington, Jackson, Bay, Calhoun, and Gulf counties.

Troop "B" - Headquarters	Lake City	Primary Dispatch
Lake City Hq Dispatch	KIB486	F3 154.695 MHz
Cross City	KIB472	F3 154.695

Gainesville	KAV733	F3 154.695
Inglis	KCR971	F3 154.695
Starke	KIP346	F3 154.695

Hamilton, Suwannee, Lafayette, Dixie, Gilchrist, Columbia, Baker, Union, Bradford, Alachua and Levy counties.

Troop "C" - Headquarters	Lakeland	Primary Dispatch
Lakeland Hq Dispatch	KIB480	F1 154.665 MHz
Brooksville	KIA680	F2 154.680
Pinellas Park	KIM939	F1 154.665
Tampa	KIB487	F2 154.680

Citrus, Sumter, Hernando, Pasco, Polk, Hillsborough and Pinellas counties.

Troop "D" - Headquarters	Orlando	Primary Dispatch
Orlando Hq Dispatch	KIC854	F1 154.665 (north zones)
	KIC854	F2 154.680 (south zones)
Daytona Beach	KGT619	F2 154.680
Deland	KIB483	F2 154.680
Kissimmee	KWE480	F3 154.695
Leesburg	KEY959	F2 154.680
Melbourne	KIB464	F2 154.680
Titusville	KAQ556	F2 154.680

Flagler, Volusia, Seminole, Lake, Orange, Brevard, Osceola counties.

Troop "E" - Headquarters	Miami	Primary Dispatch
Miami Hq Dispatch	KIB477	F1 154.665 (north zones)
	KIB477	F3 154.695 (south zones)
Marathon	KID533	F3 154.695 (north Keys)
Key West	KRF346	F3 154.695 (south Keys)

Dade and Monroe counties

Troop "F" - Headquarters	Bradenton	Primary Dispatch
Bradenton Hq Dispatch	KIB474	F3 154.695 MHz
Arcadia	KIK502	F2 154.680
Everglades	KFN650	F2 154.680
Ft. Myers	KIB481	F1 154.665
Lake Placid	KGT617	F2 154.680
Venice	KUU359	F2 154.680

Manatee, Hardee, Highlands, Sarasota, DeSoto, Glades, Charlotte, Lee and Collier counties.

Troop "G" - Headquarters	Palatka	Primary Dispatch
Palatka Hq Dispatch	KIB471	F3 154.695 MHz
Jacksonville	KIB485	F1 154.665
Ocala	KIB491	F1 154.665
St. Augustine	KLW285	F3 154.695

Nassau, Duval, Clay, St. Johns, Putnam, Marion counties.

Troop "H" - Headquarters	Tallahassee	Primary Dispatch
Tallahassee Hq Dispatch	KIB478	F1 154.665 MHz
East Point (Apalachacola)	KSN238	F3 154.695
Madison	KGT616	F3 154.695
Perry	KIW553	F3 154.695
Quincy	KBO738	F3 154.695

Gadsen, Leon, Liberty, Wakulla, Franklin, Jefferson, Madison, and Taylor counties.

Troop "I" - Headquarters	Orlando	State-wide Dispatch
Weights Enforcement Troop		

Troop "K" - Headquarters	West Palm Beach	Florida Turnpike Troop
Florida Turnpike - See Special Turnpike Section		

Troop "L" - Headquarters	West Palm Beach	Primary Dispatch
West Palm Beach Hq Dispatch	KIB482	F3 154.695 MHz
Ft. Lauderdale	KIM776	F2 154.680
Ft. Pierce	KID295	F3 154.695
Pahokee	KIB479	F3 154.695

Indian River, Okeechobee, St. Lucie, Martin, Palm Beach and Broward counties.

Troop "M" - Headquarters	Tallahassee	State-wide Dispatch
Motor Vehicle Inspection		

Florida Highway Patrol - Trooper Vehicle Radio Channels:

All "outside" or "regular" FHP vehicles are equipped with a four frequency, 100 watt output, scan transceiver, with "PL" tone. Several different antennas are used depending on which coverage section the trooper is working. This is the vehicle frequency configuration:

F1	155.505 Transmit	154.665 Receive
F2	155.445 Transmit	154.680 Receive
F3	155.460 Transmit	154.695 Receive
F4	154.920 Transmit	154.920 Receive

Some FHP vehicles also have low band radios. These are used by supervisors, DL officers, and other special purpose units. If equipped with low band, the radio is configured:

F1	45.900 Transmit	45.060 Receive
F2	45.060 Transmit	45.060 Receive

FHP Turnpike patrol vehicles have eight frequency UHF transceivers in this configuration:

F1	458.575 Transmit	453.575 Receive
F2	453.575 Transmit	453.575 Receive
F3	458.625 Transmit	453.625 Receive
F4	453.625 Transmit	453.625 Receive
F5	458.675 Transmit	453.675 Receive
F6	453.675 Transmit	453.675 Receive
F7	458.725 Transmit	453.725 Receive
F8	453.725 Transmit	453.725 Receive

Florida Highway Patrol - Base Station Frequency Assignments:

45.060 MHz	State-wide base to base and base to low band mobiles
154.665 MHz	FHP F1 Base Station Dispatch Channel
154.680 MHz	FHP F2 Base Station Dispatch Channel
154.695 MHz	FHP F3 Base Station Dispatch Channel
154.920 MHz	FHP Base to base, car to car, aircraft to car simplex
155.370 MHz	Florida Inter-state Police Network Frequency
453.575 MHz	FHP Turnpike - Main FHP Turnpike Dispatch Channel Aircraft, car to car simplex
453.625 MHz	FHP Turnpike - Backup FHP Dispatch Channel for 453.575 MHz
453.675 MHz	FHP Turnpike - Patrol / Maint / Service Plazas Primary (See Turnpike Section)
453.725 MHz	FHP Turnpike - Backup for 453.675 MHz

All FHP general dispatching is done on F1, F2 or F3. F4 is used as a backup by the base stations and as simplex for car to car and for aircraft speed checking. See FHP Turnpike section for Turnpike uses. Base stations call with name of city site and clear with call letters. An example would be: Miami (to) 160. 160 (to) Miami, go ahead. Miami (to) 160, no wanted on your subject. 160 (to) Miami, thanks. (clearing, Miami would say...) KIB477. When station call letters are given, the station is clear for the next car to call.

Florida Highway Patrol - Florida Turnpike System:

The FHP Turnpike is dispatched on 453.575 MHz with 453.625 MHz as a backup in the event the system repeaters hang in the transmit mode. The two dispatch stations work all the FHP troopers, toll plazas, service plazas, maint. and service vehicles. The dispatch centers are located in West Palm Beach (call signed PARKWAY) and Orlando (call signed PATROL). The turnpike is linked full length with repeater towers, each with it's own set of four transmitters and receivers. The towers can be linked and unlinked by microwave from the dispatchers console, in both West Palm Beach and Orlando. Most of the time, you will hear West Palm Beach (Parkway) working all calls from Homestead on the south to the 120 mile post tower, just north and west of Ft. Pierce. Orlando (Patrol) will work all calls to the north of the 120 mile post tower to the Wildwood Plaza. Turnpike mile posts start in the south with 1 "X" for the Homestead Extension, and from mile post 1 at the Miami Plaza to Wildwood, mile post 260. Troopers can talk car to car through the repeater system from one end of the turnpike to the other, and if desired, can switch to simplex and talk short distances on the repeater output channel. Most of the time, the towers are left hooked together from Homestead to the 126 mile post tower, and from the 126 mile post tower to Wildwood. When a north or south dispatcher takes a break, you will hear the entire system working as one. Few simplex transmissions take place except when the airplane is speed checking.

FHP Turnpike Post Assignments:

Post 1	South Dade	0x to 24x mile posts
Post 2	North Dade	24x to 48x mile posts

(X stands for Turnpike Extension - Hollywood to Homestead spur)

Public Safety - South East continued

Post 3	Pompano	1 - 29 mile posts
Post 4	West Palm Beach (HQ)	29 - 74 mile posts
Post 5	Stuart	74 - 128 mile posts
Post 6	Yeehaw Jct	128 - 186 mile posts
Post 7	Orlando South	186 - 224 mile posts
Post 8	Leesburg	224 - 260 mile posts

(Generally, throughout the FHP assignment system, each trooper is assigned to a county, and will not leave that county except by special assignment. This holds true for the FHP turnpike. This is because of the courts and county differences, mainly.)

FHP Turnpike, like "outside troopers", have the lower numbers reserved for highest rank. For example, on the "outside", FHP 1 is the Patrol Commander. FHP 14 would belong to a troop commander with rank of Captain. The Turnpike has it's own numbering system, with FHP call numbers starting with 200 (Captain, Troop "K" Commander) and going thru 399. ** FHP ID numbers have nothing to do with the FHP numbers on car license plates. The FHP number on a patrol car license is the ID for that vehicle, not the trooper.

Here is the key for the Toll Plaza and Service Plaza IDs:

Toll Plazas have radios in each toll booth. Each toll plaza ID starts wih the number "4". The next two numbers are the exact plaza ID. For example, on the toll ticket and Florida Turnpike maps and signs, West Palm Beach is shown as "Exit 40". The radio ID for West Palm Beach would be "440". Here is a list of some of the plazas. Others are under construction, so update your list the next time you ride on the Florida Turnpike!

401	Golden Glades, Miami Exit	444	Palm Beach Gardens
402	Margate, "X" Entry Plaza	448	Jupiter
404	Margate, 27th Ave Plaza	452	Stuart
408	Hollywood	454	Port St. Lucie
412	Lauderdale South, SR84	456	Ft. Pierce
416	Lauderdale North, Sunrise	460	Yeehaw Jct.
420	Commercial Blvd.	465	Kissimmee
424	Pompano Beach	470	Orlando South
428	Boca Raton	475	Orlando North, I-4
432	Delray Beach	480	Orlando West
436	Lake Worth	485	US 27 & SR 19
440	West Palm Beach	490	Wildwood

There are about six new toll plazas being built as this article is being written, so for those of you serious about monitoring the Florida Turnpike, update your list from your toll ticket.

Service Plaza IDs are somewhat more complicated. Each Service Plaza ID starts with the number "6". Here is an example of how the ID system works:

ID 624B
- 6 = Service
- 2 = 2nd Plaza from the mile post 1, going north
- 4 = 4th service station on the turnpike, counting from south to north
- B = means "base" station
  - LW = Light wrecker
  - W = Medium wrecker (and so on)

601	Snapper Creek Plaza		Homestead Extension
611/612	Pompano Beach Plaza	2 stations	22 Mile Post
623/624	Lake Worth Plaza	2 stations	50 Mile Post
635/636	Ft. Pierce Plaza	2 stations	101 Mile Post
647	Ft. Drum Plaza	1 station	141 Mile Post
658	Canoe Creek	1 station	186 Mile Post
669	Turkey Lake	1 station	220 Mile Post
670	Okahumpka Plaza	1 station	256 Mile Post

Turnpike Radio ID number assignments:
- 100s = Turnpike Officials, Radio Service, Administrative Staff
- 200 - 380 = Florida Highway Patrol
- 380 - 399 = Radio Dispatchers
- 400s = Toll Plazas
- 500s = DOT Maint Vehicles
- 600s = Service Plazas and service vehicles

<u>Florida Highway Patrol - Radio Codes and Dispatch Signals:</u>

<u>Dispatch Signals:</u>

0	Armed and/or Caution	4	Accident	8	Missing person
1	Drunk driver	5	Murder	9	Lost or stolen tag
2	Drunk pedestrian	6	Escaped prisoner	10	Stolen vehicle
3	Hit and run	7	Fatality	11	Abandoned vehicle

Public Safety - South East continued

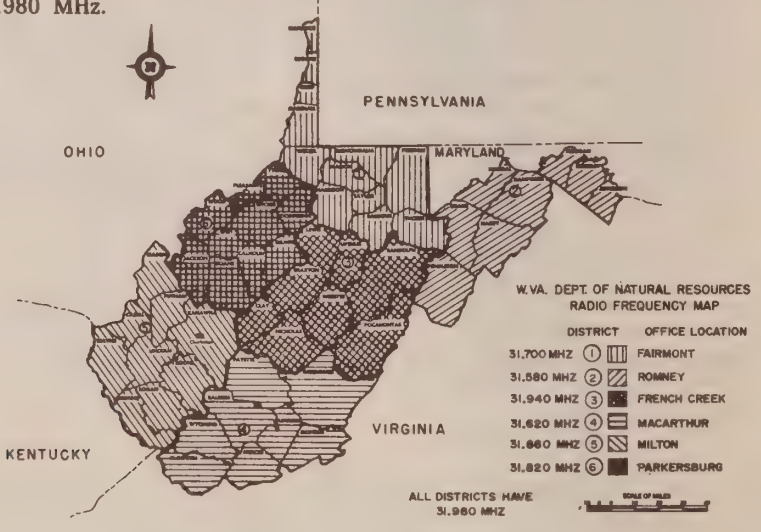
12	Reckless driver	17	Contact ( )	22	Fire (give type)
13	Suspicious vehicle or person	18	Felony	23	Pedestrian or hitchhiker
14	Information	19	Misdemeanor	24	(reserved)
15	Special detail	20	Mentally ill person	25	Positive or possible wanted
16	Obstruction on highway	21	Disabled vehicle	DAV	= Disabled vehicle

Ten Signals: * Indicated turnpike use only

10-1	Receiving poorly	10-39	Message delivered
10-2	Receiving well	10-40	Is ( ) available for radio call?
10-3	Stop transmitting	10-41	In possession of ( )
10-4	Acknowledgement (okay)(roger)	10-42	Home
10-5	Relay	10-43	Any traffic for ( )?
10-6	Busy	10-45	Call ( ) by phone at ( )
10-7	Out of service	10-46	Urgent!
10-8	In service	10-47	Send in reports
10-9	Repeat, conditions band	10-48	Did you receive message?
10-10	Out of service, sub. to call at ( )	10-49	Contact Sheriff's Office
10-11	Dispatching too rapidly	10-50	Stopping vehicle at ( )
10-12	Officials or visitors present	10-51	Enroute
10-13	Advise wx and road conditions	10-52	Estimated time of arrival
10-14	Convoy or escort	10-53	Coming by office
10-15	Prisoner in custody	10-54	Negative (no)
10-16	Pickup prisoner at ( )	10-55	Car to car
10-17	Conduct investigation	10-56	Meet ( ) at ( )
10-18	Complete assignment quickly	10-57	Departing assigned zone at ( )
10-19	Return to station	10-58	Entering assigned zone at ( )
10-20	Location	10-60	Investigating stopped/stalled veh.
10-21	Call by phone	10-61	Send service truck
10-22	Disregard	10-62	Send service truck with tire
10-23	Standby (stop)	10-65	Can you copy?
10-24	Trouble! Send help!	10-66	Cancel
10-25	Do you have contact with ( )?	10-69	Fire truck
10-26	Message received	10-70	Wrecker
10-27	DL check, status	10-71	Ambulance
10-28	Check registration ( )	10-82	Reserve hotel room for ( )
10-29	Check for wanted	10-83	Send maint mechanic for ( )
10-30	Violation of rules	10-84	Send maint crew
10-31	In pursuit!	10-87	Advise my home of ETA
10-32	Is Breathalizer operator available?	10-88	Reserve lodging for ( )
10-33	Emergency	10-89	*Radio repair requested
10-35	Confidential	10-94	Request routine backup
10-36	Correct time	10-97	Arrived at scene
10-37	(Who is) Operator on duty	10-98	Finished last assignment
10-38	Block roads at ( )	10-99	Unable to receive your signal
		10-100	Alert! Remain in contact!

SOUTHEAST UPDATES AND LISTENER REPORTS

West Virginia Dept. of Natural Resources Map was submitted by Charles, CACC-018, and Carl, WI-054, which shows the radio frequencies used. District #1 is 31.700 MHz; District #2 31.580 MHz; District #3 31.940 MHz; District #4 31.620 MHz; District #5 31.860 MHz; District #6 31.820 MHz and ALL Districts have 31.980 MHz.



Nat Young of CODE 20 writes to say that he is in the final stages of a new Florida Directory and that he has a new address ------ Post Office Box 20005, Montgomery, AL 36120. We had the pleasure of seeing the new Florida Directory, updated. Nice FL reference material! If interested, write Nat at his new address!

An article in one of the leading communications publications recently gave details on how the Wake County NC Sheriff's Dept. is using 800 MHz radio telephones as a regular part of their radio gear! Patrol and Investigation cars of the Sheriff's Department are being equipped with General Electric Marc V 800 MHz trunked which are inconnected with the telephone service! The trunked system, with its automatic channel seeking assignments, frustrates the radio scanning criminal by making interception of messages a random and piecemeal occurance. The 800 MHz system has also been installed in the Command Post bus. Officers can now make phone calls from the patrol cars, instead of stopping at pay phones or using a phone of a business or residence. The antennas and FIVE GE Mastr II repeaters are located at the 1600 ft level of the 2000 foot tower of WRAL-TV. Initially, the Sheriff, supervisiors, and Command Post will receive the 800 MHz phone, but eventually all patrol cars will join in the system. This should be well underway by the time you read this article.

While on the subject of Raleigh, N.C., we heard from Ken, NC-048, who sends in this information: WPTF radio traffic planes are using 161.640 MHz for traffic reporting! Raleigh Public Works is operating on 155.880 MHz; 153.995 MHz (for dead animals and emergencies); 158.820 MHz for garbage service; 453.875 MHz is Capitol Area Transit. Ken confirms Raleigh Police operations F1 460.150 MHz; F2 460.225 MHz; F3 460.250 MHz; F4 460.350 MHz; and F5 460.500 MHz. F1 & F3 are the most active. F5 is co-ordination and county Mutual Aid. Wake County Sheriff confirmed as 155.520 MHz and 155.910 MHz. Cary Police confirmed as 460.075 MHz, Cary Fire Rescue 154.235 MHz. Wake County Fire is F1 154.190 MHz (all dispatching), F2 154.295 MHz fire ground and co-ordination. State Rescue "Rescom" F1 155.280 MHz for dispatching, F2 155.340 MHz, monitored by hospitals and used for co-ordination and assistance. Finally, North Carolina State University Security is 155.610 MHz; 155.790 MHz is State Capitol Police; Dorothea Dix State Hospital Security is 155.010 MHz; Raleigh Durham Airport PD is 153.935 MHz.

Scott, FL-033, writes with some updates: Broward Sheriff (Ft Lauderdale area) Districts 2, 4, 6 are now on 154.860 MHz; Broward Paramedics can be found on 471.1125 MHz and 471.1375 MHz; Broward County Fire dispatched on 154.250 MHz; Sunrise Fire is on 453.775 MHz and 453.900 MHz; Sunrise Public Works are 451.625 MHz; Ft Lauderdale Police found on 460.050 MHz, 460.100 MHz and 460.125 MHz for starters; Atlantic Ambulance, covering Broward and South Palm Beach counties dispatch 155.205 MHz (quite active!); Plantation PD still on 154.445 MHz; Broward County Engineering on 471.0625 MHz; and Lauderhill Fire is dispatching on 460.575 MHz.

Joe, MD-015, sent in quite a collection. Here is some of it... Univ. of S. Fla PD is found on 158.730 MHz; Univ. of Tampa shares 461.600 MHz; Tampa Statium uses 453.500 MHz during weekend football games; St. Pete Paramedics now on 463.050 MHz; Tampa EMS on 463.075 MHz; Largo Paramedics on 463.125 MHz; Morton Plant Clearwater is on 463.075 MHz; Clearwater EMS uses 463.100 MHz when working with Clearwater Community Hospital; WTSP now doing all communicating on 450.1125 MHz!

FOX SCANNER RADIO LISTINGS has issued their Tampa & St. Petersburg directory! The 160 page book gives extensive coverage to the entire Tampa Bay area. The book is quite extensive, well written and just out. See your local Fox dealer or phone FOX direct at 1-800-543-7892 or in Ohio call 1-800-621-2513. Codes, complete frequencies, interesting data! This is their second Florida book, with Orlando - Daytona being the first.

With the Florida Highway Patrol coverage this month, there is not enough room for all of the updates, but we will get into lots of them next month! By the time you read this, YOURS will be past due! Please send me YOUR updates this month!!

FROM THE CAPTAIN'S DESK

Enclosed with this article are some pictures you might find interesting. As mentioned in a past issue, the Florida Department of Law Enforcement is now using a new complex mobile radio which allows the FDLE agents to communicate on any frequency, on any band being used by police or whoever for the purpose of better state enforcement. This new system gives the operator the ability to select any frequency and any PL tone. The picture shows the control head of the Wulfberg Electronics mobile radio. I thought you might find this interesting!

Few scanner listeners have indicated they are aware of just what the new 800 MHz system antennas, mobile and base, look like. I have attached two pictures of what is currently being used in this area. Have you seen anything like this in your area?

One Regency MX-5000 user wrote to say that he was most pleased with his new radio. He said that the intermod noise and other usual problems are just not there on this radio, even when used in highly complex areas, normally covered with intermod beeps! He also said that the radio is slow in the search mode. Any other reports? Let Steve (Tech Topics) hear from you when you buy a new radio!

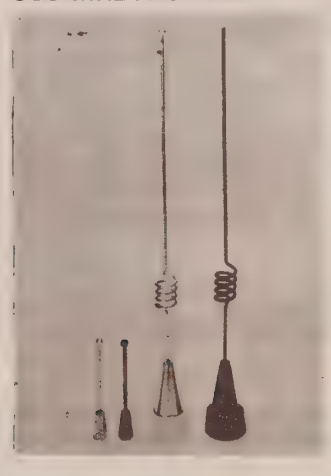
Radio Shows for October: (*Indicates data based on last years event!)

*October 1	Hamfest, Rome GA
*October 7	Hamfest, Rock Hill SC
*October 14	Mayesville NC Hamfest
October 13 & 14	Hamfest at Warner Robbins GA
October 20 & 21	Hamfest at Panama City FL
October 27 & 28	Chattanooga, TN Hamfest
November 10 & 11	Stone Mountain GA Hamfest

Pet Project of Editor: I am working on a project and need your help! If you live in an area served by the Seaboard Railroad, listen to 161.100 MHz for a while and let me know if you hear the computer voice of the "defect detector" or "DD" as it is known. These are low power transmitters located along the tracks, checking the trains for hotboxes and other defects. The units are very low power and will not be heard for any distance. It will say something like this: "Seaboard Railroad, Jacksonville, Florida, no defects, number of axles 1-2-4." The train crew will say "white light" just before passing one of these "DD's" and also after passing, if everything is operating okay. Is there one near you? I am writing some material on this system and would like to know where the DD units are located. Have you heard one?

This editor thanks those who helped make this article possible! (((73s))) Bill (WG4R)

800-MHz Antennas



800/900-MHz Antennas

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Hello. Welcome to another full-to-the-brim column. Richard, TX-43, of Austin has provided the column with an update article on the City of Austin radio systems. Richard, the collator of the Austin article, has, in my opinion, done an excellent job pulling together all the pertinent details. I wish to thank Richard and friends for doing such a professional job in writing this article and making it so simple to include into this column. Owing to its length I will cut the usual introductory chatter and turn the column over to Richard. Take it away, Richard.

CITY OF AUSTIN RADIO SYSTEMS
by Richard, TX-43 and others
(supersedes all previously published Austin info)

A U S T I N P O L I C E D E P A R T M E N T :

460.400	WQP 823	F- 1	CITY WIDE
460.100	WSL 739	F- 2	ADAM SECTOR {North-west Austin}
460.450	WSB 736	F- 3	BAKER SECTOR {West/central Austin}
460.325	WRL 495	F- 4	EDWARD SECTOR {North-east Austin}
460.175	WSL 736	F- 5	CHARLIE SECTOR {South-east Austin}
460.275	WRL 498	F- 6	DAVID SECTOR {South-west Austin}
460.025	WSL 738	F- 7	CAR TO CAR
460.500	WSB 733	F- 8	INFO
460.225	WRL 499	F- 9	CAR TO CAR
460.200	WSL 735	F-10	AIRPORT POLICE
460.375	WRL 496	F-11	HOSPITAL POLICE

Patrol Units- the unit number will indicate which district a officer will be. The first of two numbers is the district and the second indicates which of two cars are in the district. i.e.~ Adam 12 [yes, there is such a unit in Austin but I don't think Officers Reed & Malloy are in it] would refer to the second patrol in district 1 of Adam sector.

Sector	Dist 1	Dist 2	Dist 3	Dist 4
Adam	11 12	21 22	31 32	41 42
	15 16	25 26	35 36	45 46
Baker	11 12	21 22	31 32	41 42
	15 16	25 26	35 36	45 46
Charlie	11 12	21 22	31 32	41 42
	15 16	25 26	35 36	45 46
David	11 12	21 22	31 32	41 42
	15 16	25 26	25 26	45 46
Edward	11 12	21 22	31 32	41 42
	15 16	25 26	35 36	45 46

The first and third shifts use the first set of unit numbers and the middle shift uses the other. Senior Sgt. are in the 90's- usually the sector name followed by 90, 91 or 92 i.e. Baker 90. Lt.s are normally in the 200's but with no sector name i.e. Unit 201.

Accident Investigators are in the 60's series with the sector name i.e. Baker 60

There are also the motor cycle units that will be in all sectors. They will be in the 300's series. Thier Sgt.s are 305, 306 & 307. The unit numbers for the 2 and 3 wheel motor units are between 360 to 389.

In addition to the motor(cycle) unit on the street there are also a set of "Traffic units" Thier units numbers are between 1 and 30. They will be located in any part of the city for back-up.

S.T.E.P. Units normally work late hours from 9:00 p.m. to 3:00 a.m. Thier main function is to locate and arrest any D.W.I. offenders. There are only 8 S.T.E.P. units with 2 S.T.E.P. supervisors.

Walking Beat units are normally found in the downtown area. There are 26 walking beat units with 3 walking beat supervisors.

In addition to these patrol units there are other units that can be found they are as follow:

K-9	K-9 UNITS {at present K-9 1, K-9 2 & K-9 90}
P	PARK [RANGER] UNITS
BOAT	BOAT UNITS ON TOWN LAKE & AT CITY PARK
R	ROBBERY UNITS
AT	AUTO THEFT
B	BURGLARY

A U S T I N F I R E D E P A R T M E N T :

453.775	KSS 813	F- 1	FIRE COM 1 [Dist 1 Radio test- West]
453.150	KSS 813	F- 2	FIRE COM 2 [Dist 2 Radio test- North]
453.500	KSS 813	F- 3	FIRE COM 3 [Dist 3 Radio test- East]
453.100	KSS 813	F- 4	FIRE COM 4 [Dist 4 Radio test- South]
453.450	KSS 813	F- 5	ALARM 5 [DISPATCH]
453.900	KSS 813	F- 6	ADMINISTRATIVE 6 [SUPERVISORS]

Austin Fire Department station listing with unit at each station:

Sta	D	Eng.	Trk.	Oth.	Oth.	Address:
1	1	E- 1	T- 1	E-30		401 East 5th St.
2	1	E- 2			R- 2	504 West M. L. King Blvd.
3	1	E- 3	T- 3		B- 1	201 West 30th St.
4	1	E- 4				1000 Blanco
5	3	E- 5			B- 3	1201 Webberville Rd.
6	4	E- 6	T- 6		B- 4	1705 South Congress
7	3	E- 7				201 Chicon
8	2	E- 8	T- 8	R- 8	B- 2	8989 Research Blvd.
9	1	E- 9				4301 Speedway
10	1	E-10				3009 Windsor
11	4	E-11				1611 Kinney
12	2	E-12				2109 Hancock
13						{no Station 13}
14	3	E-14				4305 Airport Blvd.
15	3	E-15	T-15			829 Airport Blvd
16	2	E-16				7000 Reese Ln.
17	4	E-17			R-17	702 West Ben White
18	3	E-18	T-18			6311 Berkman Dr.
19	2	E-19	T-19			5211 Balcones Dr.
20	4	E-20	T-20			6601 Manchaca
21	2	E-21				4201 Spicewood Springs
22	4	E-22				5309 Riverside Dr.
23	3	E-23	T-23			1330 East Rundburg
24	4	E-24				5811 Nuchols Crossing
25	2	E-25	T-25			5228 Duval Road
26	3	E-26				6702 Winthworth
**	3	CFR-2	CFR-3	CFR-4	CFR-1	MUELLER AIRPORT

T- TRUCK E- ENGINE B- BATTALION CHIEF R- RESCUE CFR- CRASH FIRE RESCUE BT- BRUSH TRUCK

OTHER UNITS INCLUDE:

OPERATIONS- UNIT 107 {OFFICER OF THE DAY}
PREVENTION- UNIT 106 {CHIEF} - Units 162-166
INVESTIGATIONS- UNIT 151 {CHIEF} Units 152-159 {includes Photo units}
MECHANICS- UNITS 177-179

The Austin Fire Department has recently divided the city into "boxes" or grids. Each box or area list the units that would respond to a "regular" alarm; now called "box alarm. It is belived that the box numbers are very close to what the old unit numbering system were; i.e. box 314 would refer to "District 3 {East} and station 14. This system is set up in a way that would list all units that would respond to a fire if it got up to as high as a "Three alarm" Their radio units are also numbered as A or B; i.e. E-4A would be the radio on the truck itself and E-4B would be the handi-talkie that one or the firefighters would have.

A U S T I N E M E R G E N C Y M E D I C A L S E R V I C E S :

462.950	KZT 415	F- 9	BACK-UP/SECONDARY DISPATCH [MED CH- 9]
462.975	KZT 415	F-10	DISPATCH [MED CH-10]
463.050	KZT 415	F- 3	TELEMETRY [MED CH- 3] p/468.050
463.075	KZT 415	F- 4	TELEMETRY [MED CH- 4] p/468.075
463.100	KZT 415	F- 5	TELEMETRY [MED CH- 5] p/468.100

463.175	KZT 415	F- 8	TELEMETRY RADIO TEST [MED- 8] p/468.175
155.325	KJF 787	F- *	TAC 1
155.340	various	F- *	AMBULANCE TO HOSPITAL {see below}
155.715	KIK 834	F- *	DISPATCH TO COUNTY EMS/VFD UNIT

Austin E.M.S. Station and unit listing-

MEDIC	1	3616 South 1st
AID	2	6601 Manchaca
MEDIC	3	401 East 5th St.
AID	4	1201 Webberville Road
MEDIC	5	5710 North Lamar
AID	6	504 West M. L. King Blvd.
MEDIC	7	8989 Research Blvd.
AID	8	5211 Balcones Drive
MEDIC	9	13225 Hwy 71 West F.M. 620
AID	10	5228 Duval Road
MEDIC	11*	{not in service or use at this time}
AID	12	5309 East Riverside Drive
MEDIC	13*	{not in service or use at this time}
AID	14*	1330 East Rundburg Lane
MEDIC	15*	{not in service or use at this time}
AID	16*	Beckett & McCarty Ln {F.Y. 86/87}
MEDIC	17*	{not is service or use at this time}
AID	18*	Anderson Mill & Wagon Gap {F.Y. 86-87}
MEDIC	19*	{not is service or use at this time}
AID	20*	Duval Road {F.Y. 85-86}

* unit in planning stage &/or not active yet

At the present time Austin E.M.S. uses the Austin Municipal Street Guide {published by Municipal Street Guides, Inc. P.O. Box 4647 Shreveport Louisiana 71104} to dispatch thier calls. The dispatcher will usually use a "Zone" number with the address. This zone number will actually be the page the street can be found on.

A U S T I N H O S P I T A L S

152.007	KYN 921	HOLY CROSS HOSPITAL {pageing}
152.007	KLE 921	SETON HOSPITAL {pageing}
163.250	KJF 226	TRAVIS CO MEDICAL SOCIETY {M.D. pageing}
155.280	KLE 921	SETON HOSPITAL
155.280	KLL 566	UNIV OF TEXAS STUDENT HEALTH CENTER
155.280	KNBT 347	BRACKENRIDGE HOSPITAL
155.280	KNDL 910	SOUTH AUSTIN COMMUNITY HOSPITAL
155.280	KQW 553	AUSTIN STATE HOSPITAL
155.280	WQS 488	SHOAL CREEK HOSPITAL
155.340	KLE 921	SETON HOSPITAL
155.340	KNDL 910	SOUTH AUSTIN COMUNITY HOSPITAL
155.340	KWQ 533	AUSTIN STATE HOSPITAL
155.340	KWJ 360	BRACKENRIDGE HOSPITAL
155.340	KXB 649	HOLY CROSS HOSPITAL
453.025	KNDV 845	CITY OF AUSTIN {BRACKENRIDGE HOSP}
453.075	KNDV 845	CITY OF AUSTIN {BRACKENRIDGE HOSP}
453.075	KNDL 910	SOUTH AUSTIN COMMUNITY HSOPITAL

155.280 is noted as for use an an "Emergency net" use only on all listing above on the Jan/Feb 1983 microfiche. The same type of special conditions are noted for 453.025 and 453.075 155.340 is used by Austin E.M.S. to contact any of the above hospitals via encoded tones.

A U S T I N P U B L I C S E R V I C E S :

154.965	KLX 835	F- 1	WATER/WASTEWATER
153.775	KL 8818		[input to 154.965]
155.760	KEL 823	F- 1	STREET & BRIDGE
155.025	KG 9203		[input to 155.760]
156.240	KBJ 946	F- *	STREETS
159.000	KBJ 946		[input to 156.240] pageing also

Public	Safety - South Central continued		
155.925	KTE 506	F- 1	HEALTH-inc. Animal control
153.785	KTE 506		[input to 155.925]
158.835	KRB 553	F- 1	ELECTRIC DEPT
153.860	KJD 65		[input to 158.835]
155.250	KKA 612	F- 2	ELECTRIC DEPT
153.530	KKT 364	F- 3	ELECTRIC DEPT
451.025	WSB 780	F- *	ELECTRIC DEPT
451.075	WSB 749	F- *	ELECTRIC DEPT
453.200	KFZ 805	F- 1	BUILDING INSPECTIONS
453.225	WQA 770	F- 1	TRANSIT- Special Transit Services
453.325	KXV 388	F- 1	PARKS AND RECERATION DEPT
453.350	KNEU 583	F- 2*	BUILDING INSPECTIONS
453.425	KBF 631	F- 1	AUSTIN HOUSEING AUTHORITY
453.525	KNEU 583	F- 3	TRANSIT- Supervisors
453.550	KUP 285	F- 2	TRANSIT- City Buses
453.575	KNEU 583	F- 2*	PARKS AND RECERATION DEPT
453.600	KNEU 583	F- 1*	UTILITY CUSTOMER SERVICE
453.625	KUP.285	F- 1	STREET/TRAFFIC LIGHTS
453.725	KNEU 583	F- 1	PUBLIC EVENTS FACILITIES
453.850	KNEU 583	F- 1*	VECH. EQUIPMENT SERVICE / HEALTH
453.925	WQA 722	F- 1	AIRPORT MAINTENANCE
453.975	KNFA 326	F- 1*	{not in use at this time}

* these not in service at the time this update was written

* *

Thanks to the Austin area R.C.M.A. Members who helped contribute info for this update: Richard TX-043, Dave TX-032, Terry TX-095,Robert TX-076, and from others who help with verifying much of the information...

Thanks, Richard and select friends, for that detailed report! I know it was enjoyed very much. Your support of the column is very much appreciated.

Last month I promised you readers, in addition to the City of Austin Radio system article, a roster of the County Sheriff's Office dispatching channels. At that time, the articles were still in the planning stages, so I had no idea on their respective length. Boy, was I surprised. Owing to the length of the roster and the fact we are close to our space limit for the month, I will hold off on the roster one more month, as I dislike splitting the roster into two parts. So if you will bare with us one more month, I will fill up the remaining space with other important news...

From Jerry, TX-54: Jerry sent us a copy of a news release on a new type of public information net being implemented in the Houston area. This is rather timely since this is the hurricane season. Jerry adds one additional piece of information -- the system is tested weekly on Mondays at 9:15 AM.

Residents of southeast Texas are now able to hear faster, more reliable information during a hurricane or other disaster, thanks to a new radio communications network that is now operational and being expanded in the Houston/Galveston area. PIES (Public Information Emergency System) is the only such disaster network of its kind in the entire country, and has so impressed the Federal Communications Commission that it could become a role model for other cities nationwide and along the Gulf Coast.

PIES utilizes a special radio frequency (161.64 MHz) to link all of the participating Emergency Operations Centers in Houston's 41 suburban cities, with the more than 60 news media outlets (radio, TV, newspapers, wire services, etc.) in the metro area. PIES receivers have already been installed at most of these media outlets, with PIES transmitters installed and operating at the Houston/Harris County EOC and the Baytown EOC. By the time the EBS/PIES Network is completed before June, the start of the Texas hurricane season, similar radio transceivers should be installed in Galveston, Dickinson, Pasadena, Texas City, Seabrook, Webster, and the Houston DPS Regional HQ.

In case of any emergency (whether a refinery explosion, toxic spill, flooding, etc.) that city's Mayor, County Judge, or Emergency Management Coordinator would be able to go to their EBS/PIES transciver, push one button, and send a specially-encoded alert signal to every other EOC and news media outlet monitoring that 2-way channel.

Then talking on that one PIES microphone, they could transmit to the entire EBS Network simultaneously, saving time and effort trying to contact each outlet individually.

In addition, Houston's primary and secondary EBS stations (KTRH 740AM and KPRC 950AM) would be equipped with transceivers also, so they could verify receipt of the EBS Bulletin and any further updates. KTRH and KPRC would, in turn, be able to re-broadcast those EBS messages on their own stations, adding their own EBS Alert tones, so the official information would reach other radio & TV stations within our 18-county EBS area, but outside the limited 40-mile range of the EBS/PIES transceivers.

During an areawide disaster such as a hurricane, KTRH (or KPRC, as a backup) would act as the EBS/PIES Net Control Station, coordinating a series of "round robin" city-by-city, county-by-county reports, with break-in capability for any emergency update. With these reports coming directly from each city or county EOC, the information should be more reliable, timely, and would be shared equally with all the news media, which should then be able to disseminate the same, accurate information to the public, minimizing the possibilities of being misquoted, sensationalized, or in conflict with other reports. If a mistake is made, the EBS/PIES System would allow faster correction to all news outlets.

Instead of trying to communicate by telephone lines which often become busy or "go dead" because of high winds, flooding, or overloaded phone circuits, each city & county EOC would be communicating by radio on the same frequency, which means they'd also be able to communicate with each other and coordinate their own activities; they'd be aware of a nearby town's evacuation, for example, that could cause traffic problems for them.

Equipment is now available for purchase from most major radio manufacturers: EOC transmitters are available for under $2000, although the Federal Emergency Management Agency has declared the EBS/PIES program elgible for 50% federal matching funds for cities or counties meeting FEMA criteria. News media outlets, major industries, school districts, hospitals and others wishing to monitor the EBS/PIES broadcasts can buy receive-only monitors for $175-400 depending on the model and special features desired.

The EBS/PIES Network has been endorsed by the Texas Gulf Coast Civil Defense Association, the Texas Coastal Marine Council, the Society of Professional Journalists (Sigma Delta Chi), the Associated Press' Hurricane/Disaster Preparedness Committee, and local civil defense and governmental agencies in Harris, Galveston, and Brazoria counties.

Thank you, Jerry, for thinking of us and giving us this interesting piece of information.

From George, OR-1, our "FCC Topics" editor: George writes, "To answer your column's question in the June 1984 Newsletter (page 68), regarding the 460.xxxx MHz split channels for medical telemetry purposes, refer to my column in the same issue, page 38, footnote # US 209. (How is that for service?) These are kind of interesting in that this is the only place those frequencies are listed in the FCC Rules & Regulations."

Thanks, George, for dropping us a note to clear that little mystery up. It is rather strange what all can be found in the oddest places -- spectrum wise, that is.

From Gary, TX-94: Gary phoned to advise the 2nd Annual Texas RCMA Convention was a very well attended meet. Gary wishes to thank all those who did attend and hopes every one had a good time and added something useful to their notebook. I, as editor, would like to thank Gary for his efforts to put the convention on for us and for his efforts to ensure it was a success.

And with that I have to quit because we are out of room. As you can tell by now, I am back with my old reliable manual typewriter. 'Nuff said. See you next with more info and whatever else shows up.

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

From Steve (NH-026):

New Hampshire State Frequencies

44.940	Concord HQ Dispatch	155.475	Statewide car to car
44.820	Car to Car	45.100	State Hospital Security
45.300	Troop A -Epping	45.580	State Civil Defense
44.940	Troop B -Bedford	155.655	State Prison
45.220	Troop C -Keene	153.905	Youth Development Center
44.940	Troop D -Concord	155.535	Governor's Security
45.460	Troop E -Moultonborough	154.920	SWAT
45.260	Troop F -Twin Mountain	37.280	Lakes Region Marine Patrol
44.940	Troop G, I	45.180	Spotter Plane/ car to car
156.09	Towns to Concord	45.060	Future
155.91	Concord to Towns		

(Editor's note: 156.090 and 155.910 are State Police informational channels which towns and county departments utilize. I had thought that 156.090 was strictly used for the southern half of the state and 155.910 was used in the northern half.)

NEW HAMPSHIRE

Statewide Police Radio Codes:

10-01	In Service
10-02	Out of Service/Give Location/Tele #
10-03	Go Ahead with Message
10-04	Repeat
10-05	Message Received and Understood
10-06	Standby-Remain in Service
10-07	Unable to Read or Copy
10-08	Transporting Subject-Unable to Radio
10-09	Call_____by Telephone
10-10	Phone Where You Can Be Reached
10-11	Report in Person to/HQ-Home-Troop
10-12	Disregard Last Information Given
10-13	Assist Motorist
10-14	Request to Take Meal at_____
10-15	Off at Court at_____
10-16	Abandoned Veh.-Give Reg., Year, Make
10-17	Arrest Log Info/Give Name, DOB, etc.
10-18	Your Location at This Time
10-19	D.W.I.
10-20	Motor Vehicle Listing
10-21	Motor Vehicle Record Check
10-22	Motor Vehicle License Check
10-23	N.C.I.C. Check
10-24	Criminal Record Check
10-25	Traffic Accident/ (X) Hit & Run
10-26	Fatal Accident
10-27	Ambulance Needed/ Enroute
10-28	Wrecker Needed/ Enroute
10-29	Fire Department Needed/ Enroute
10-30	Construction in Road/ Traffic tie-up
10-31	County Attorney Notified/ Enroute
10-32	Medical Referee Needed/ Notified
10-33	Need Assistance/ Trouble at This Sta.
10-34	Officer Down or Needs Assistance
10-35	Road Block - Stop All Traffic
10-36	Use Caution - Subject Dangerous
10-37	Mental Person
10-38	Blood Relay
10-39	Escort
10-40	Surveillance - Observe but Don't Stop
10-41	Check Suspicious Car
10-42	Stop Where You Are - Immediately
10-43	IN PURSUIT
10-44	Suspicious Person - Prowler
10-45	Stolen - Wanted Vehicle
10-46	Breathalyzer Needed
10-47	Explosion
10-48	Fire
10-49	Flooding
10-50	Homicide
10-51	Rape
10-52	Burglary/In Progress/Via Alarm
10-53	Abduction
10-54	Untimely Death
	A) Accidental D) Drowning
	N) Natural Causes S) Suicide
10-55	Armed Robbery/ In Progress if applicable
10-56	Assault
10-57	Drug Case
10-58	Larceny
10-59	Drunk
10-60	Brawl
10-61	Domestic Disturbance
10-62	Bomb Threat
10-63	Request Explosive Disposal Unit
10-64	Barricaded Subject
10-65	Request S.W.A.T. Unit
10-66	Shots Fired
10-67	Request Canine Unit
10-68	Send Additional Help
10-69	Plane Crash
10-70	L) Lost Person
	W) Wanted Person
	M) Missing Person
10-71	Fish & Game Officer Notified
10-72	Transporting Mental Person
10-73	Escape - Jail - Prison
10-74	Use Scrambler
10-75	Resume Your Patrol
10-76	Request to Leave Patrol Area
10-77	Report Existing Conditions
10-78	Meet a Party at_____
10-79	All Clear
10-80	Prison Alert - Report to Concord Nat'l Guard Armory
10-81	E.T.A. Destination
10-82	Will Be Late
10-83	Vehicle Repair
10-84	Request Radio Repair

Public Safety - North East continued

10-85	Road Courtesy	10-89	Traffic Check - Scales/Radar
10-86	Road & Weather	10-90	Subject Has Monitor
10-87	Administrative Relay	10-91	Oil Spillage (Highway, Waterway
10-88	See Complaintaint	10-92	Money Escort

CODE 1 - At Your Convenience
CODE 2 - Without Delay
CODE 3 - Expedite-Emergency with Lights & Siren
CODE 4 - Expedite-Emergency without Lights & Siren

From Lohr (PA-178):

New York State Police Aviation Unit

Albany Airport is headquarters, regional units are housed at Syracuse Hitchcock Field and Newburgh Airport. A fourth lo cation, in Monroe County, is being considered to serve western New York.

New York State Police maintains the following air units:

1980 Bell Long Range Helicopter	1984 Bell Long Range Helicopter
1967 Cessna Fixed-Wing Airplane	1984 Bell Long Range Helicopter
1984 Bell (Police-MedEvac) Helicopter	1984 Bell Nine-seat Helicopter

The MedEvac Copter will carry a Hurst "Jaws of Life" rescue tool to free crash victims and the Bell nine-seater will be used by the State Department of Corrections to transport prisoners

From Glenn (NJ-008):

Hackettstown, NJ Area Frequencies

Agency	Frequency	Mode	Use	
Hackettstown Police	45.54	S	Dispatch/Operations	
Fire	46.52	S	Dispatch/Operations	
	153.830	S	Fire Police	
Rescue Squad	47.50	S	Dispatch/Operations	
	155.340	S	Ambulance to Hospital	
Community Hospital	155.340	S	Hospital to Ambulance	
Street Department	151.130	S	Operations	
Municipal Utilities	153.695	S	Operations	
West Morris Communications Network	154.085	R	TAC-1	(Chan. 1)
	155.415	R	Police Disp.	(Chan. 2)
28 series - Mansfield Twp	154.965	R	H.C. Tactical	(Chan. 3)
31 series - Chester Boro	154.085	S	TAC-2	(Chan. 4)
32 series - Chester Twp	154.680	S	SPEN 1	(Chan. 5)
36 series - Washington Twp	155.475	S	SPEN 2	(Chan. 6)
73 series - Indeptendence Twp	154.725	S	SPEN 3	(Chan. 7)
All police veh. 8 freq. capable	153.785	S	SPEN 4	(Chan. 8)
Rescue and Ambulance Squads	154.085	R	TAC-1	(Chan. 1)
dispatched by W.M.C.N. are	155.265	S	Amb. Dispatch	(Chan. 2)
8 frequency capable.	154.325	S	Fire Dispatch	(Chan. 3)
	154.085	S	TAX-2	(Chan. 4)
	155.340	S	Amb. to Hosp.	(Chan. 5)
	154.965	R	H.C. Tactical	(Chan. 6)
	155.280	S	State E.M.S.	(Chan. 7)
	153.785	S	SPEN 4	(Chan. 8)
All Washington Twp. (Morris Co.)	154.085	R	TAC-1	(Chan. 1)
Fire Departments are 8 frequency	154.325	S	Fire Dispatch	(Chan. 2)
capable	154.965	R	H.C. Tactical	(Chan. 3)
	154.085	S	TAC-2	(Chan. 4)
	---	-	blank	(Chan. 5)
	---	-	blank	(Chan. 6)
	---	-	blank	(Chan. 7)
	153.785	S	SPEN 4	(Chan. 8)
Fire Dispatch (Chester Boro & Chester Township)	46.42	S	Dispatch	
Fire Dispatch (Mansfield Twp)	46.14	S	Dispatch	
Fire & Rescue (Independence Twp)	46.52	S	Dispatch	
Washington Twp. Road Department	39.90	S	Operations	
Mansfield Twp. Road Department	46.54	S	Operations	

Public Safety - North East continued

Morris County Crime Alert	155.745	R	Crime Alert
Mount Olive Twp. Police Dept.	39.40	S	Chan. 1 (Disp.)
	39.16	S	Chan. 2 (Mutual Aid)
Mount Olive Twp. Fire Companies	45.60	S	Dispatch
Budd Lake First Aid Squad	45.60	S	Alerting
	39.40	S	Operations
Washington Boro Police Dept.	158.940	S	Dispatch Freq. for Police & Amb. Squad
39 series - Oxford Twp.	46.14	S	Fire Dispatch
83 series - Washington Boro			
76 series - Washington Twp.			
Belvidere Police Department	453.950	R	Dispatch
Belvidere Ambulance Squad	46.56	S	Dispatch
Belvidere Fire Department	46.14	S	Dispatch
Warren County Fire Network	46.14	S	County-wide frequency
Blairstown Police	45.14	S	Dispatch
Fire	45.28	S	Dispatch
Ambulance Corps.	37.98	S	Dispatch
	155.340	S	Ambulance to Hospital
New Jersey State Police	44.94	S	Troop A (S) Dispatch
	44.62	S	Troop C (C) Dispatch
All State Police patrol	44.66	S	Troop B (N) Dispatch
vehicles are Low-Band 6-	44.98	S	Intrastate Common
frequency capable.	44.78	S	Car-to-Car
	45.00	S	Related Agencies
	154.920	S	Station-to-Station
	154.680	S	SPEN 1 - statewide
	155.475	S	SPEN 2 - national
Warren County Prosecutor's Office	155.760	R	Dispatch/Operations
Sheriff's Dept.	155.760	R	Dispatch/Operations
Road Dept.	155.760	R	Dispatch/Operations

*NOTE: Prosecutor and Sheriff are scheduled to go to their own repeater frequency in the near future. They presently share the Road Department's channel, using a different CTCSS frequency than the Road Department.

RADIO CODES
WEST MORRIS COMMUNICATIONS SYSTEM

10- 1	Emergency, clear the air	10-49	Pick-up
10- 2	Receiving well	10-60	Alarm
10- 4	Ok acknowledgement	10-61	Burglar Alarm
10- 5	Relay	10-62	Assault
10- 6	Property Check	10-63	Bomb Threat
10- 7	Out of Service	10-64	Theft
10- 8	In Service	10-65	Armed Robbery
10- 9	Personal or Confidential Info.	10-66	Weapons Involved
10-10	Officer Needs Back-up.	10-67	Sexual Assault
10-11	Prisoner in Custody	10-68	Repeat Last Message
10-12	Officials or Visitors Present	10-69	Drowning
10-14	Convoy/Escort	10-71	Drill
10-17	En Route	10-72	Under Control
10-18	Urgent	10-80	Transportation
10-20	What is your location?	10-83	Laceration of _____
10-21	Call _____ by telephone.	10-84	Asphyxiation
10-22	Take no further action	10-85	Poison
10-23	Standby	10-86	Burns
10-24	Trouble at Station	10-87	Snake or Animal Bite
10-25	Driving while intoxicated	10-88	Maternity or Miscarriage
10-26	Is breathalyzer available?	10-89	Hemorrhage
10-28	M.V. Look-up	10-90	Stroke
10-29	N.C.I.C.	10-91	Heart Attack
10-30	Outside speaker on	10-92	Convulsions
10-36	Correct Time	10-93	D.O.A.
10-43	Homicide	10-94	Gun Shot
10-44	Possible Suicide	10-95	Narcotic Addiction
10-45	Fire - Give Location	10-96	Psychiatric Problem
10-46	M.V. Accident - location/injuries	10-97	Arrived at Scene
10-47	Disorders or Domestic	10-98	Finished Last Assignment
10-48	M.V. Stop - reg./location	10-99	Cardiac Arrest

VEHICLE DESIGNATIONS

Police		Rescue		Fire	
Chief	01	Captain	50	Chief	60
Administrative	02-04	Ambulances	51-54	Officers	70, 80, 90
Detectives	05-09	Crash Trucks	55-57	Pumpers	61-68
Patrol Cars	10-20	Aux. Veh.	58-59	Ladders	69
Headquarters	35	Walkies	76-79	Tankers	71-75
Walkies	36-49			Light/Aux.	81-85
				Walkies	94-98

WARREN COUNTY STATION NUMBERS

91	Allamuchy Township
82	Alpha Boro
58	Asbury (Franklin Twp.)
43	Belvidere
46	Blairstown Twp.
56	Broadway
27	Butler Park
23	Frelinghuysen Twp.
78	Hackettstown
92	Hardwick Twp.
45	Harmony Twp.
38	Hope Twp.
75	Huntington
73	Independence Twp.
74	Lopatcong Twp.
41	Knowlton Twp.
28	Mansfield Twp.
26	Mount Bethel
72	Mountain Lake (Liberty Twp.)
57	New Village
39	Oxford Twp.
94	Phillipsburg
98	Stewartsville (Greenwich Twp.)
29	Tri-County
83	Washington Boro
76	Washington Twp.
21	White Twp.
87	Fire Marshal

Service Identification Numbers

Police

Chief	01
Administrative Cars	02-04
Detectives	05-09
Patrol Cars	10-20
Headquarters	35
Walkie Talkies	36-49

Rescue Vehicles

Captain	50
Ambulances	51-54
Crash Trucks	55-57
Auxilliary Vehicles	58-59
Walkie Talkies	76-79

Fire Dept. Vehicles

Chief	60
Officers - by rank	70, 80, 90
Pumpers	61-68
Ladder Trucks	69
Tankers*	71-75
Brush Trucks	81-82
Lights & Auxilliary	83-84
Chief's Car	85
Walkie Talkies	94-98

*Pumper-Tankers with tank capacities in excess of 1500 gallons will be considered as "71" units, even though it has a class "A" pump. Trucks with small tanks can be classified as tankers if they have other than a class."A" pump (less than 500 gallons per minute).

Format example: Hackettstown Police

78-01 Police Chief
78-05 Detective Vehicle
78-10 Patrol Vehicle

PUBLIC SAFETY WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George N. Hoggatt, 17473 E. 16th Dr., Aurora, CO 80011

****

Still almost no input. I am ready do let someone do it for a while. If you are interested get in touch with Ginny (see address in front).

COLORADO HIGHWAY AND STREET DEPARTMENTS

LICENSEE	BASE	MOBILE	TYPE	REMARKS
State of Colorado	47.020	47.100	simplex	channel 1
	47.020	47.020	simplex	channel 2 car to car
	453.200	453.200	simplex	Eisenhower Tunnel
Arapahoe County	156.045	159.165	repeater	
Bent County	151.070	156.045	repeater	
Denver	151.115	159.000	repeater	some on Police
Elbert County	37.900	37.900	simplex	
El Paso County	156.120	159.060	repeater	
	156.225	159.180	repeater	
Jefferson County	156.240	159.060	repeater	
Kit Carson County	159.120	159.120	simplex	
Lincoln County	151.020	156.060	repeater	
Montezuma County	156.135	158.985	repeater	
	156.195	?	repeater	
Park County	159.105	156.075	repeater	
Prowers County	156.195	159.015	repeater	
Pueblo County	151.010	156.045	repeater	
San Miguel County	156.180	159.045	repeater	
Sedgwick County	151.040	151.040	simplex	
Summit County	156.105	156.105	simplex	
Washington County	156.135	158.985	repeater	
Weld County	453.950	458.950	repeater	
Arvada	156.105	156.105	simplex	
Aurora	156.195	159.120	repeater	
Commerce City	45.720	45.720	simplex	
Pueblo	156.105	158.895	repeater	
RTD	452.700	457.700	repeater	security too

WASHINGTON

KING COUNTY Ron Murray CA-VE-013

KING COUNTY FIRE-DISTRICT 44
****
154.280 DISPATCH "FEDERAL WAY" KOL644

STATION 91-31204 124th S.E. (LEA HILL)
ENGINE 91
ENGINE 96
RESCUE 91
AID 91

STATION 92-31709 KENT-BLACK DIAMOND RD. (WYNACO)
ENGINE 92
ENGINE 97
RESCUE 92
AID 92

STATION 93-18610 COVINGTON-SAWYER RD. (COVINGTON)
ENGINE 93
AID 93

STATION 95-NEW STATION/LOCATION UNKNOWN
ENGINE 95
AID 95

The district base station call sign is KJF-883.

KING COUNTY FIRE-DISTRICT 43
****
F1 154.070 "FIRE 1" VALLEY COMM
F2 154.445 "FIRE 2"
F3 154.310 "FIRE 3"
F4 154.250 "FIRE 4" SOUTH KING MUTUAL AID

Public Safety - West continued

STATION 81-22225 S.E.231st (MAPLE VALLEY)
ENGINE 81
AID 81
LADDER 81
TANKER 81

COMMAND 81(Fire rescue)

STATION 82-27524 KENT-KANGLEY RD. (RAVENSDALE)
ENGINE 82
AID 82

STATION 83-27251 S.E.216th (CHEROKEE BAY)
ENGINE 83
AID 83

STATION 84-16855 194th S.E. (CEDAR GROVE)
M ENGINE 84

STATION 85-S.E.276th/208th S.E. (HOBART)
ENGINE 85

WELCOME TO THE OCTOBER 1984 ISSUE OF R.C.M.A. PUBLIC SAFETY-CALIFORNIA

From ERIC (CA-LA-045):

Can you believe, the Olympics are finally over! Did we win enough GOLD?! Perhaps not, if you ask the American athletes that had to settle for less. Did any of you get to go to any of the Games in person? I did. I went to see the pre-finals for soccer at the Rose Bowl in Pasadena. I'm not much on soccer, but just being there was great. Send in your frequencies and interesting stories about the Olympics, and we'll print them right here in YOUR Newsletter.

I had lots of fun. Remember the Olympic Torch Run from New York to Los Angeles? Not exactly a direct route that they took, but I bet they had fun. Our family got to see the FLAME when it came through Newport Beach in sunny Southern California. It was about 9:30 pm when the runner finally came our way. What a show - almost as good as the Rose Parade (even more fun to watch - especially all of the crazies!). There were people out selling "Official" U.S. flags, pens, buttons, etc. etc. The "Unofficial Official" ice cream truck of the Olympics even drove along trying to make a few extra bucks.

I was frustrated while waiting for the torch to arrive. The entire operation was being coordinated via 2 meter Amateur radio, and what did I do? I forgot my 2 meter handie talkie. Can you believe that! How embarrassing! No scanner, either. People were standing around everywhere to see the torch (myself included.) Seeing the parade of what seemed like millions of police cars, people and crazies, was exciting to all. Police motorcycles buzzed up and down the street attempting to keep the crowds back - good luck! The runner was escorted by several police cars (all with their light bars lit & an occaisional blast of the siren!) Party time! Running alongside the actual torch runner, were several guys in blue shorts. Any guess who they were? I was told that they were former U.S. Secret Service agents protecting the runner. Anyone who got in the way, got knocked back.

You should have seen the traffic! Cars everywhere! My parents got lucky, they got ahead of the bunch. But, little ol' me got stuck, in the parade of parades! 35 MPH streets had new speed limits, 2 MPH. Crawling along! I made it home, and finally turned on my 2 meter amateur radio handie talkie. Was that torch run frequency ever busy, it was great to listen to. (Better than the PD channels!) While I was listening, the radio operator in charge broadcast "any interested ham radio operators are invited to tour the Olympic Torch Command Post (at the Orange County Fairgrounds). Who was I to pass up this opportunity?! I responded Code 2 to the location. The guard at the gate said "May I help you?" I showed him my ham radio H/T, and asked for the Command Post. "Go right on in, sir." I had arrived.

What a set up they had. The torch relay was coordinated by the members of the American Telephone & Telegraph (Telephone Pioneers of America group). General Motors had loaned them about 45 vehicles, including motor homes, trucks, vans, etc. for the relay. I was invited to tour the Communications command post, which they called "TORCH 1". Radio frequencies in Southern California consisted of 145.22 R as primary and 446.00 MHz. simplex as UHF TAC. The 145.22 MHz repeater is on Santiago Peak in Orange County and sees most of seven southern California counties. I got to take pictures inside "TORCH 1", plus got to sit at the "command position", I also got to see "TORCH 10". This was the torch storage truck, Inside this vehicle, was a rack full of Olympic torches ready to be handed to runners. Also in this vehicle, were 2 - 6 burner propane torches. These were backup flames of the ACTUAL Olympic Flame. Additional burners were kept in "TORCH 1" the communications van, and a few other places. (Just in case the Flame went out, they could relight with the Official Flame). I was allowed to hold one of the torches that the runners carried (even got a picture!). One of the torch runners came by then, and posed in a picture with me and even autographed my Official Torch Runner book! (Just like a little kid at Christmas time, it was great!) (Alternate 2 meter freq was 145.18 R - Pasadena).

Some additional "TORCH" relay mobile units were as follows:

"TORCH 1" Communications
"TORCH 7" Hospital van (driven behind the runner)
"TORCH 5" Runner shuttle (plus many other units) You had to be there, great!!

From HUGH (CA-LA-417):

More good stuff about the Olympics!

I just spent a week up at NG840 - the ONLY Official Amateur Radio Station of the 1984 Summer Olympic Games. The 3 or so with similar calls are self-appointed imitators. Let's see them get invited to the closing party! (Westlink not withstanding).

It is a very good feeling being in the UCLA Village. It's festive and everybody is having a good time. I've been engaged in the "Official Olympic Pastime", namely trading pins with the athletes. We send messages home for the athletes, who appreciate it.

You would not believe how many radios are in the villages. Everybody has one, if your'e important, you carry 2 Or 3. Looks like the TRW Amateur Radio swap meet. Every group of ten or so security people has their own repeater! If they need more HT's, a phone call is made and Motorola shows up with another 300 radios. (This really happened!)

The Veteran's Hospital in Westwood is now a military landing zone. Hueys go in and out 24 hrs a day. There are a lot of helicopters over L.A. Most use 122.75 MHz. (AM) continuousl as a safety channel. LAPD air units have "TUNE TO 122.25" painted on the side. Some good ID's heard recently are: "Army 1", "Trojan 1", "CalTrans 8", "Eagle". Aircraft are no longer allowed over the villages (during the Olympics) without authorization. A helicopter follows them until they land, then they get busted.

Most L.A.O.O.C. mobile radios (in VIP cars) are 800 MHz. trunked systems.

Temporary heliports area everywhere. Hueys seen daily. One guy was complaining about nighttime noise from Chinooks (twin-rotor jobs, capable of a weak earthquake).

UCLA Village locations

"Sproul, Rieber, Dykstra, Hedrick, North Suites - dorms where the athletes are living. ("Net 4, 5, 6" areas)
"Wooden Gate" - The bus station ("Net 1" area)
"Circle West Gate" - Near tennis venue
"Bellagio" - Truck gate behind village - very well guarded
"Staff Gate" - Checkpoint/bus stop
"Perimeter" - ("Net 3" area) - Fences are wired with a microwave vibration sensor (this is one reason there are two fences.) - Joggers set off alarm regularly.

Still more from HUGH:

Do you know where I can get a Motorola pin?!

The Goodyear & Fuji blimps have been pressed into service for security air serveillance.

Hams are once again involved with the marathons and with yachting in Long Beach. Lots of hams showed up at the O.G.P.G.

Security started out loose, and was tightened up so gradually that nobody really noticed. I think they're doing fine, so far. We'll see how the system works. Moving the entire population of the UCLA Village to the Coliseum is an undertaking reminiscent of moving troops into an invasion.

The Olympics are organized as follows (from Staff Handbook)

1. Accommodations Dept. - Houses "Olympic family" (sports people, sponsors, media, technicians, assorted bigwigs); you'll hear a lot about these people on the radio.
2. Accreditation - Issues ID badges and passes. Their system is only slightly less complicated than the Theory of Relativity.
3. Ceremonies - Stages opening and closing ceremonies, plus assorted whoop-de-do. Offered me a job (I said no, thanks). An enormous logistical undertaking, with heavy reliance on communications.
4. Government Relations - Protocol and VIP handling
5. Food Services - Supervises work of several sub-contractors (notably A.R.A.) An immense job with thousands of employees.
6. Handicapped Services - A small branch which will have people at the venues to assist wheelchairs, etc. You'll probably hear these guys on the radio.
7. Health Services - Medical care for "Olympic Family", including training rooms and (yes) drug testing. Works with Red Cross for First Aid.
8. Language Services - Interpreters who will be on call 24 hrs a day (presumably paging system will be used).
9. NOC Services - Pampers National Olympic Committee members from other countries. Drivers, escorts, ego massages, etc.
10. Press Operations - Each venue has a press chief and several assistants. Only guys allowed to talk to the media.
11. Protocol - Diplomatic relations with I.O.C. bigwigs. Will work out of the Biltmore Hotel.
12. Security - 3 areas:
    A. Staff - Professional personnel, working with 60 law enforcement agencies.
    B. Civilian Volunteers - (mostly unpaid) - will carry LAOOC radios. Cannot contact LAPD except through their base station operators. "Eyes & ears" type stuff, plus crowd control; wear khakis and blue berets.
    C. Private security guards - rent-a-cops with radios, from the usual companies.
13. Technology - Communications & timing, all tied into a mega-computer network. If something goes down, you call these guys.
    A. Telco - "Message system" - CRTs on a fiber optics network; phones, etc.
    B. Motorola - Portable & mobile radios, temporary repeaters, pagers. (The "Official 2 way Radio" of the 1984 Summer Olympic Games!)
    C. Xerox - "Official Copier" of the Olympic Games
    D. IBM - PC's everywhere, tied into 3 mainframes.
    E. Sanyo - Timers and result boards
14. Transportation - RTD, cars and 700 borrowed school buses - all with radios
15. Uniforms - Thousands of 'em - made by Levi's
16. Villages - Manage the 3 University sites (USC, UCLA, UC Santa Barbara). What they are doing to UCLA has to be seen to be believed. For example, the track stadium (10,000 seats) is gone! A number of sub-contractors will offer "free" services to athletes-everything imaginable, including hair styling and a disco.
17. Youth Services - conducts various programs

Somewhere, presumably, there are "Generals" who know what all 63,000 "troops" are doing. From my point of view, it all seems enormous - like watching a hurricane from down inside it.

Radio Locations

"V.A. Lot" - Veterans' Administration in West L.A. - Parking and staging for UCLA
"Marina" - LAOOC warehouse, old Hughes plant, Culver City
"Wardrobe Fitting Center" - Empty warehouse downtown, used for staging area for opening and closing ceremonies (esp. costuming 10,000 performers)
"Le Conte Building" - Old LAOOC HQ, Westwood
"Olympic Plaza" - Used to be University Ave., USC Campus (Village access)

Public Safety - California continued
"Hebrew" - Hebrew Union College, near USC (another staging area)
"West Center" - UCLA Alumni Building - A security office & main gate to the Village
"Airport College" - Staging area for LAX transportation

Security Division - Terminology

"Sam" units - Sergeants "M" units - Managers (crowd control)
"Hot line" - phone line to LAPD

Now everyone should know who it was that they were listening to these last few quiet weeks in Los Angeles. (Quiet, in L.A.? Who's kidding who?? -ed.)

Everybody, keep sending in all of your good stuff on the Olympics and other crazy activities you've been listening to. This way everyone can enjoy. I know I've been slow in getting out existing mail from members, it is just that I've been trying my best to get Olympic and San Francisco Demo Convention stuff out first as a priority. (Afterall, how often do the Olympics come to sunny L.A.?!) ERIC (CA-LA-045) Please send in frequencies, etc. that you have. Also, if you have any comments, whether praises or complaints about the way we prepare YOUR column, please send them in. Your letters are our only feedback. Thanks.

Even more good stuff from HUGH (RCMA's own "Inside Man"):

Women's Marathon - (presumably same freqs. used for men's marathon)

504.2375		Simulcast - LAOOC Marshals
482.650		" " "
146.82	R	Amateur Radio - Medical/First Aid/Red Cross
482.575	R	ABC TV - Camera Direction/Intercom
504.0875	R	ABC TV - Microwave Techs/ Intercom

Other good 482 MHz freqs. to listen for News Media

482.225	R	ABC TV - Microwave & Support C-1 (simulcasts 503.8125)
482.275	R	ABC TV - " " C-2 (simulcasts 503.8625)
482.150	R	ABC TV - Drivers "Beverly Hilton Base" (simulcasts 503.7375)
482.700	R	ABC TV - " "LA Reina Base" (probably simulcast on 503 MHz)
482.625	R	ABC TV - "
483.075	R	Australian TV
482.825	R	Japanese TV "HK Base"
482.850	R	ABC TV
482.350	R	ABC TV - Helicopters
482.050	R	ABC TV - Drivers
482.425	R	CBC (Canadian) (Simulcast?)
482.775	R	LAOOC Drivers "IBC Base" - Media Transport
483.025	R	" "

DOD - Federal Frequencies were found 138 MHz, 140 MHz, 150 MHz.

And now, from our Northern California Bureau Office

From DAVID (CA-SF-025):

Here is some information regarding the recent Democratic Convention held here in San Francisco in July, 1984. Included in this report are a day by day evaluation and reporting of activities at the Convention. Also in this report, are manpower and equipment allocation for security, plus Convention activities. Radio frequencies as used by the San Francisco Police Dept., Sheriff's Dept., California Highway Patrol and various other agencies are listed.

SAN FRANCISCO DEMOCRATIC NATIONAL CONVENTION

DATES: JULY 16-19, 1984

COST:	REMODEL MOSCONE CENTER:	$ 5.6 million
	EXTRA SFPD EQUIPMENT :	$ 0.3 million
	WAGES, SFPD :	$ 3.0 million
	WAGES, SFSO :	$ 0.3 million
	WAGES, SF AIRPORT PD :	$ 0.3 million
	TOTAL :	$ 9.5 million

(DOES NOT INCLUDE COSTS BORNE BY MEDIA, PARTIES SPONSORED BY POLITICIANS OR COSTS OF STATE AND FEDERAL POLICE.)

Public Safety - California continued

FREQUENCIES AND USAGE:

SFPD, TACTICAL	460.3500	CONVENTION COMMAND
SFPD, PIC (Co. A,B)	460.5000	PERIMETER, HOTEL COMMANDS
SFPD, TRAFFIC	460.4500	TRAFFIC CONTROL COMMAND
SFSO, OPERATIONS	488.8125	PRISONER TRANSPORTATION
CHP, BLUE	42.3400	SECURITY, STATE OFFICIALS
KGO-TV (7)	450.1500	LOCAL TV MEDIA COVERAGE
KPIX-TV (5)	450.4785	" "
KRON-TV (4)	450.4125	" "

TOTAL ARRESTS MADE: 460 plus (Mostly blocking streets, failure to disperse)

IDENTIFIERS:

STATE: 5001 LIEUTENANT GOVERNOR (CHP, BLUE)

SFSO : OCP OPERATIONAL COMMAND POST, SHERIFF
SHERIFF 5.RANKING SHERIFF OFFICIAL (ON 488.8125)

SFPD: RANK IS AS FOLLOWS: 100: SGT; 200: LT; 300: CAPTAIN
ASSIGNMENT : 1: ADMINISTRATION; 2: TECHNICAL SERVICES
3: PATROL; 4: TRAFFIC; 5: INVESTIGATIONS;
8: CONVENTION PATROL; 9: CONVENTION TRAFFIC.

MAJOR IDENTIFIERS:

1X400	DEPUTY CHIEF, ADMINISTRATION
3X400	DEPUTY CHIEF, PATROL
8X1	DEPUTY CHIEF, CONVENTION COMMANDER
8T00	TACTICAL COMMAND (in charge of field units)
8N00	INTELLIGENCE COMMAND (info on demonstrations, candid ates
4Bseries	MOTORCYCLE OFFICERS (escorts, crowd control)
8T100s	SQUAD COMMANDERS (squads take sgt.'s number)
8T200s	PLATOON COMMANDERS (usually 4 squads per platoon)
3Tseries	TACTICAL UNITS (8T series usually detailed from district stations)
8Xseries	CONVENTION COMMAND TOP STAFF
8Aseries	CENTRAL STATION, HOTEL COMMAND
8Bseries	SOUTHERN STATION, OUTSIDE MOSCONE SECURITY
3Sseries	PATROL BUREAU TASK FORCE (arrests)
9Eseries	CONGESTION & PARKING OFFICERS, (TRAFFIC CONTROL)
1Rseries	COMMUNITY RELATIONS OFFICERS
2Dseries	PROPERTY CLERK (barricades, crowd control devices)
1Dseries	DA INVESTIGATORS
5Vseries	VICE SQUAD (numerous 647b arrests)
5Nseries	NARCOTICS SQUAD
1N/8N	INTELLIGENCE
1Tseries	Academy-Training Division
1Eseries	PUBLIC AFFAIRS
1Aseries	CHIEF'S STAFF
1X500	CHIEF OF PD
1Mseries	MAYOR'S STAFF

ORGANIZATION:

CONVENTION COMMAND: Provided overall command and supervisory activities for all subcommands including communications and liaison with federal officials and others. Consisted of chief officers, situation officer, and consoles for FBI, SECRET SERVICE, and CHP.

TRAFFIC COMMAND: Responsible for enforcing paking restrictions and traffic rerouting caused by street closures. Staff drawn from parking enforcement and PD traffic officers. Assigned mostly to fixed post duties.

HOTEL COMMAND: Composed of units drawn from Central Station; responsible for security of all hotels. Officers actually assigned to the major hotels in the immediate downtown area.

PERIMETER COMMAND:	Detailed from Southern Station. Assigned police security duties around the Convention Center.
MISSION COMMAND:	Set up on Sunday, by SFPD on TRAFFIC freq to monitor the Gay Parade. Staffed by officers from Mission Station.
SO OCP:	SO Command Post. SO responsible for security on delegate buses. Also, for staffing buses to transport mass arrestees. SO identifiers, for the most part, consisted of a rank and lastname.
CHP:	Provided escort from SF Airport (interior secured by SFIA Airport PD) to SF. Also, security for state executive officers at attendance.
TACTICAL COMMAND:	Under CONVENTION COMMAND, provided both tactical units (SWAT, EOD, HORSES, HONDA CYCLES) and crowd control units (both tac and station officers in riot formation). Unlike normal tac ops, units took the sgt.'s id number. Eg. Horses are 3T10series, except on convention days.

MAJOR EVENTS:

THURSDAY 12	Protest against Moral Majority, first encounters with PD
FRIDAY 13	Sister Boom Boom skit, first day of closed streets
SATURDAY 14	Marijuana and Ecology Parades, drug arrests by PD
SUNDAY 15	Gay PArade, Union Parade, evening parties
MONDAY 16	Start of Convention, 84 punk rockers busted (sat on streets)
TUESDAY 17	Skirmish bet. Jackson supporters (1000s) vs. 3 anti-Jackson people (SFPD responded for crowd control)
WEDNESDAY 18	Voting for candidates, more demonstrations
THURSDAY 19	Massive protests, more than 380 arrests. Overflow taken to a school converted into jail. PD intelligence received reports punk rockers planned to "trash" Hall of Justice (PD HQ) SO buses responded to haul away the arrestees

COMMENTS:
CHP, CHP HELICOPTER 32 was heard on BLUE, but otherwise maintained low profile.

SFPD, RIOT FORMATIONS:

This essentially means "battle dress" consisting of combat boots, riot helmet, riot sized baton, jump suit. Officers are then assigned to units. The basic tactical unit is the squad which consists of a sergeant (squad leader") and 7-10 officers. The next tactical unit is the platoon which is led by alieutenant and has 3-4 squads. During the peak of demonstrations, the platoon formation was used, supplemented by horse, motorcycle, and other specialized squads. In such situations, an overall field commander, usually a tac captain, provides radio commands to squad or platoon commanders. The field commander usually received additonal instructions from Convention Command (deputy chief level)

TYPICAL RADIO MESSAGES:

TRAFFIC COMMAND	Comments on flow of traffic from fixed post units
HOTEL COMMAND	Movement data on candidates, meetings between PD supervisors, hotel information
PERIMETER COMMAND	Similar toabove.
TACTICAL COMMAND	Not too much traffic. Convention Command provided instructions to tac commanders.
CONVENTION COMMAND	The War Room; field units were constantly quiered as to crowd strength, activity, squad deployments. Misc. chatter on lunch breaks, batteries. All major tactical commands had to be relayed to Convention Command so the Situation Officer could log them.

FINAL COMMENTS:

The $1 million budgeted foroutside PD assistance WAS not needed. However, numerous complaints were made by field patrol officers regarding long hours, poor food, and shortages of chem toilets. Also, the numerous demonstrations taxed PD ability to police the city and the crowds. Overall, just another S.F. Day. For those not in the know, Sister Boom Boom is a man who with other sisters of the Perpetual Indulgence Order attract media attention. Only in S.F.

DEMOCRATIC NATIONAL CONVENTION SAN FRANCISCO JULY 1984

RADIO SYSTEMS

San Francisco PD Command Center licensed for all UHF channels					
	Assigned 3 dedicated, 2 reserve on UHF				
mobile	Richmond	Ingleside	Taraval	district	45.100
	Mission	Potrero		district	45.140
	Central	Southern		district	45.580
	Northern	Park		district	45.460
portable	Service requests				460.450
	Richmond	Ingleside	Taraval	district	460.225
	Mission	Potrero		district	460.125
	Central	Southern		district	460.500
	Northern	Park		district	460.075
	Tactical				460.350
	Mutual aid				460.025
	Convention Command				460.525
	Tactical				460.550
Sheriff Detention Teams					
	Wide area			491.8125	488.8125
	Tactical				488.6875
	Tactical				488.8375
Democratic National Committee Moscone Center portables					
	461.9375	462.1125	463.6625	463.7625	
	463.8125	464.6125	464.7125		
Gary Hart Campaign Moscone Center repeater					
	462.0875				
San Francisco Mayors Emergency Comms System					489.1125
Federal Communications Commission					
	Electromagnetic compatibility				167.050
	Moscone Center CP 415 556 1725				
Willie Brown security					TBD
News Media					
	Broadcast Auxiliary frequency pool				
	Relay Press				
	Reported to use				506-512
Columbia Broadcasting					464.550
St.Francis Hotel security					464.375
					464.875
Hyatt Union Square security					151.895
Mark Hopkins Hotel security				468.650	463.650

(Convention map found on following page.)

FROM GENE(CA-SN-004):

For the duration of the Democratic Convention, San Francisco Police Department reassigned their channels as follows;

Lowband 1 (45.10)- Richmond, Ingleside, Taraval Dist.
Lowband 2 (45.14)- Company B (Southern), Potrero, Mission Districts
Lowband 3 (45.58)- Convention Mobiles
Lowband 4 (45.46)- Company A (Northern), Park, Central Districts
Citywide 1 ch. 1 (460.450)- Traffic Command
Pic Zone 1 ch. 2 (460.225)- Escort or in-transit Command
Pic Zone 2 ch. 3 (460.125)- Moscone Center Interior
Pic Zone 3 ch. 4 (460.500)- Hotel Command
Pic Zone 4 ch. 5 (460.075)- Citywide Common

Public Safety - California continued

Citywide 3 ch. 6 (460.350)- Emergency
Clemar (460.025)- Intelligence Command
Moscone Center Exterior Command was supposed to be on ch. 7 which was unfounded to me. What is ch. 7?

Some traffic was also heard on 155.550 shared with the other licensees on this channel.

Most Convention traffic was handled on Citywide 3 including the orders for picketers to dispurse which were recorded by the SFPD so there could be no discrepency in Court as to whether or not an order to dispurse was given.

Other notes: San Quentin Operations are heard on portables using 453.725. Heard are towers and the Salliport. Nothing heard on 453.475 as licensed.
These are in addition to 39.60 guards and 154.325 fire units.

Moscone Center timetable

With just 41 days to prepare Moscone Center for this summer's Democratic National Convention, officials are scrambling to meet the tight construction schedule shown below:

June 5: Democrats took over the convention hall.

June 6: Construction began on convention podium, broadcast skybooths, press stand and seating. The first of an estimated 500 workers, representing a dozen contractors who have been assigned to the job, begin construction. The bulk of the work is scheduled to be completed by July 2.

June 8: The network anchor booths are scheduled to be moved into the hall for assembling. The booths, which were constructed in the East and transported across country on flatbed trucks, also will be used for the Los Angeles Olympic Games and the Republican Convention in Dallas.

July 9: Convention rehearsal begins, to make sure equipment functions properly and staffers know their assignments.

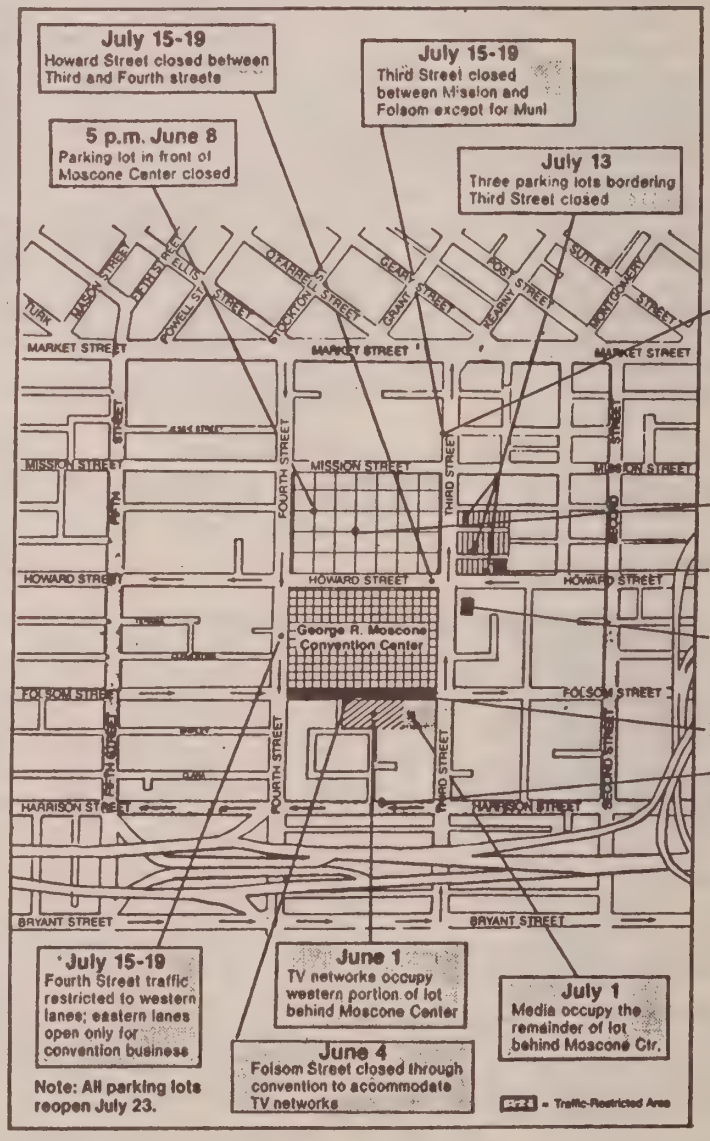
July 16: The Democratic National Convention begins. It will end four days later, on July 19.

July 20: Demolition begins to restore Moscone Center to its original condition. Furniture, audio-visual equipment and skybox booths are removed.

Aug. 1: The Democrats "go home."

Source: City Public Works Department and Democratic National Convention Committee.

Examiner chart


July 15-19
Howard Street closed between Third and Fourth streets
July 15-19
Third Street closed between Mission and Folsom except for Muni
5 p.m. June 8
Parking lot in front of Moscone Center closed
July 13
Three parking lots bordering Third Street closed
MARKET STREET
MISSION STREET
HOWARD STREET
FOLSOM STREET
HARRISON STREET
BRYANT STREET
FOURTH STREET
THIRD STREET
George R. Moscone Convention Center
July 15-19
Fourth Street traffic restricted to western lanes; eastern lanes open only for convention business
June 1
TV networks occupy western portion of lot behind Moscone Center
July 1
Media occupy the remainder of lot behind Moscone Ctr.
June 4
Folsom Street closed through convention to accommodate TV networks
Note: All parking lots reopen July 23.
= Traffic-Restricted Area

Unknown coordination Center - basement of Apparel Mart

Demonstration Village

SFPD Command Center

Secret Service Coordination Ctr "Broadside"

Media Village

Hookers Ball Harrison St Theater

Sheriffs Department overflow detention area: Pier ..
Secret Service installation and storage: Presidio near Crissy Field east end
FBI Command Center: 450 Golden Gate Federal Office building
Hart Campaign Headquarters: 185 Berry Street #363

Let's clear out some old mail:

From DAN (CA-LA-359):

162.475 MHz. - NOAA Weather broadcasts during Olympics. Operations scheduled to start on July 16, with limited range forcasts, plus reports from "back home" ie: foreign countries. Broadcasts to be limited for Olympic events. Normal NOAA weather broadcasts continue to on 162.55 MHz. for Los Angeles, and 162.40 MHz. for San Diego and Santa Barbara. (English and French heard on 162.475 MHz. - ed.)

464.3625 MHz.- Arcadia Unified School District Radio. Per Arcadia USD, several school officers will be working Santa Anita (Equestrian) events during off-duty time and permitted to use school district radios. Arcadia High School tentatively named as "staging area" for police/fire operations (per Arcadia USD).

152.18 MHz. - (Mobile telephone - input 158.640 MHz). San Bernardino County Sheriff "Channel 15" mobile phone. Per a SBSO reserve deputy, SBSO air-med units (40 Mary --) to be used in Chino. "Comm Center" medical dispatch freqs to be used also: "RED" 154.325 MHz. and "Med Net" 155.40 MHz. Mobile phone freq. to be used in event "Comm Center" freqs area overloaded.

After the Games, I will try to send a list re SBSO Aviation units, including radio frequencies used. I'm working on a profile of the air-med operations and hopefully can schedule a tour of the facilities in the near future. "Continue monitoring

506.5625 MHz. - Arcadia PD Freq. 2 - Restricted during exercises. Sgt. unit heard giving orders to start "incident 3 and 4", etc. "Staging area", etc. Units ID'd as Gold 1, 2,; Blue 1, 2; Green 1, 2; etc. Very little voice traffic except placement commands.

501.5375 MHz. - Unk agency or unit giving periodic traffic reports and parking lot conditions on Huntington Drive and Baldwing Ave. (surrounding Santa Anita track)

485.300 MHz. - "Motorola 5" requesting part number for radio equipment. Obs Motorola logo on van with New York lic plates. 482-488 MHz is mostly images.

158.79 MHz. - CLERS - Statewide police intersystem. Testing activity heard between LA Sheriff (KMB45) and Arcadia PD (KMN67). Testing momentarily stopped for a La Palma PD pursuit into LA County. (Susp had numerous 211 PC warrants). San Francisco PD also did testing with LA Sheriff for new dispatcher training.

470.8625 & 470.9125 MHz R - LA Sheriff UHF Freqs. 6 & 8. SEB (Spec. Enforcement Bureau - LA Sheriff) Unit 229 Lincoln "10-7 to Santa Anita for training..." Per LA Sheriff SIB (Sheriff Info Bureau), mutual aid response to Arcadia PD will be from LA Sheriff stations: Temple, Altadena, Crescenta Valley, San Dimas, & Industry if needed. Most units on standby (up to 50% staffing) will have 470 MHz radios (possibly). Initial call probably from Arcadia PD to LASO SRC via CLERS (158.79 MHz.).

From HUGH (CA-LA-472):

More good Olympic frequencies were found in 500-506 MHz. spectrum. Lots of low level repeaters at both USC and UCLA venues.

USC Venue

453.900 (LA Co Coliseum Operations) 502.3125 Coliseum F1, 502.4125 F2; 503.9125, 501.0375, 500.5125, 501.7625/ 501.2125, 500.8625, 502.1125, 501.5625/ 501.3875, 501.9375; 502.5125 Swimming venue. Others mainly security freqs.

UCLA Venue

502.0375, 502.3375, 500.5375, 502.1875, 502.7375, 501.7375, 464.575 UCLA facilities, 501.8875 Mhz. All UCLA PD freq in use by EMS at village 500.8375, 501.2875, 500.9875, 501.1375, 501.4375; 500.6875 Transportation security Others mainly security freqs.

447.575 R - Amateur radio - Olympic station staff

Torch Relay Run - Amateur Radio

145.22 R Primary - Southern California
146.805 R - On Pacific Coast Hwy
145.18 R - Backup
146.265 R - San Diego area
147.645 R - Orange County
446.000 S - UHF TAC
147.240 R - Backup

From DAVID (CA-SF-025):

TULARE FIRE DEPARTMENT.

Frequencies: Dispatch on 154.355; Fire White 154.28.
Population and Area: Tulare FD serves 22,000 in 13 sq m
Stations:

Station 1: 800 South Blackstone: Engine 1, Engine 3, Truck 1, Command Post Van
Station 2: 138 North "E": Engine 2, Rescue 2.

MONTEREY FIRE DEPARTMENT.

Dispatch Frequency: 154.175 mhz
Personnel: 47 Sworn, 3 civilian
Paramedic Protection: EMS III to be provided by private ambulance service
Stations:

Station 1: Madison & Pacific Sts.: engine, engine, aerial truck, rescue
Station 2: 582 Hawthorne St.: engine, rescue
Station 3: Montecito & Dela Vina Sts.: engine, rescue

SALINAS FIRE DEPARTMENT.

Dispatch Frequency: 154.205 mhz
Personnel: 95 employees
Stations:

Station 1: 5 engines, 2 trucks, 1 rescue
Station 2: engine, snorkel
Station 3: 2 engines
Station 4: 3 engines, AIRPORT CRASH TRUCK
Station 5: 1 engine

U.S. MILITARY POLICE, PRESIDIO OF SAN FRANCISCO.

Dispatch Frequency: 148.6; Extended Talk: 150.7; 148.9 Channel 3.

Identifiers and Terms:

PMO: Provost Marshal Office
LAMC: Letterman Army Medical Center
LAIR: Letterman Army Institute of Research
TCP: Traffic Control Post
Delta Sierra: Desk Sergeant
DLI: Defense Language Institute
ER Room: LAMC Emergency Admitting Room
864th: 864th Military Police Battalion
Helipad: used for helo ops (medical mostly)

Units 1-9: Ranking Officers
Unit 10: Field Supervisor
Units 12-15: Patrol Sector Cars
20 Series: LAMC Patrols
30 Series: Traffic (Radar)
60 Series: Special Events
80 Series: Plainclothes
500 Series: CID
(Criminal Investigations Divison)
40 series: Supplemental Patrol

Patrol Area: Presidio, Ft. Mason Army Housing, Ft. Baker SubPost, Marin Headlands (GGNRA) Army Housing (includes Army Horse Stables and Yacht Club).
Comments: Monitoring Radio Traffic suggests that MPs patrol in defined sectors, make numerous escorts (bank, safety), flag call.

From GERRY (CA-SL-005)

CALIFORNIA DEPARTMENT OF FORESTRY

UNIT	LOCATION	REPEATER & CAR-TO-CAR	CONTROL & MOBILES	AIR NET	COMMAND CENTER
REGION & LOCAL NETS					
REGION I - NORTH COAST		151.385	159.270		RO-1 (Santa Rosa)
1100	Mendocino	151.190	159.225	Yellow	Hounds Forest
1200	Humboldt - Del Norte	151.250	159.405	Yellow	Fortuna
1300	Lake - Napa - Solano - Colusa - Yolo	151.340	159.315	Yellow	St. Helena
1400	Sonoma	151.460	159.390	Yellow	Santa Rosa
REGION II - SIERRA CASCADE		151.325	159.360		RO-2 (Redding)
2100	Butte	151.400	159.375	Green	Oroville
2200	Lassen - Modoc	151.190	159.225	Blue	Susanville
2300	Nevada - Yuba - Placer	151.250	159.405	Blue	Auburn
2400	Shasta - Trinity	151.160	159.270	Green	Redding
2500	Tehama - Glenn	151.370	159.285	Green	Red Bluff
2600	Siskiyou	151.250	159.330	Blue	Yreka

REGION IV - SOUTH SIERRA		151.265	159.330		RO-4 (Fresno)
4100	Tulare	151.190	159.225	Yellow	Visalia
4200	Madera-Mariposa-Merced	151.460	159.360	Yellow	Mariposa
4300	Fresno - Kings	151.385	159.270	Yellow	Sanger
4400	Calaveras - Tuolumne	151.175	159.450	Blue	San Andreas
4500	El Dorado - Amador	151.190	159.225	Blue	Danaher
REGION V - CENTRAL COAST		151.445	159.345		RO-5 (Monterey)
5100	Monterey - San Benito	151.250	159.405	Green	King City
	Monterey (south)			Blue	
5200	San Mateo - Santa Cruz	151.370	159.285	Green	Felton
5300	San Luis Obispo	151.325	159.315	Blue	San Luis
5400	Santa Clara & East Bay	151.400	159.375	Green	Morgan Hill
REGION VI - SOUTHERN CA		151.265	159.330		RO-6 (Riverside)
6100	Riverside (west)	151.385	159.360	USFS AD	Perris
6200	Riverside (east)	151.175	159.285	USFS AD	Perris
6300	San Diego	151.190	159.225	Green	Monte Vista
	Tac 1	151.250			
	Tac 2	151.370			
6500	San Bernardino (west)	151.445	159.390	USFS AD	San Bernardino
	San Bernardino (east)	151.325	159.315	USFS AD	San Bernardino
STATE NET		151.355	159.300		
AIR NETS					
Blue		151.280			
Green		151.295			
Yellow		151.310			
USFS AD		168.625	168.025		
HANDIE-TALKIE NET - Red		151.220			

6/84 GF

From JEFF (CA-OR-012):

The input to our repeater system is 156.510. Yes, that's right, right in the middle of the marine band, and only 10 miles from the coast! (La Mesa PD, San Diego County)

Just a reminder, we operate four-channel scanning radios in our patrol cars (and ambulances): F1=153.845,(156.51 INPUT) F2=154.920(CLEMARS), F3=153.995(BLUE, was a car-to-car channel, but know used mostly by the honor camps and jails), and F4=154.205(East county fire).

The big political battle here is whether to form an east-county dispatch center, which would dispatch La Mesa PD, El Cajon PD, and "Heartland" (east-county) fire from one location. I think it would be great, because we would certainly get a detective freq., car-to-car freq., and an inquiry freq. They are looking at less than two years. On the other hand, if it doesn't fly, we will be getting new dispatch equipment in our department (console, etc.). What they want changes with the cycle of the moon, but they are looking at phone-patch, MODAT(!! I havn't seen that since I lived in Newport Beach), and anything else Motorola can sell them. Rumor is CUBIC Corp. may get a consulting contract to recommend the new equipment and interface it with our computer for CAD. (And guess who would have to maintain that? ME.

You asked if 153.74 at "CSUSD" is now repeatered. If you mean "SDSU", the answer is yes. All of there new equipment was being installed when I graduated 12/81. (Remember I was working as a part-time dispatcher there, listening to you when the skip was good.) They run a four-channel system as follows: F1=153.740/155.865(input to repeater), F2=153.740/153.740, F3=154.920/154.920,

F4=151.655/151.655(day=physical plant/night=student escort service). They have one of the "new" Motorola consoles, with phone-patch (which I have never heard them use), repeater disable for those "private messages" ("Did you want cheese on your hamburger?"), and a whole slew of monitors for surrounding agencies.

Speaking of monitors, quite a trend has started in my department. Someone donated a 10-ch crystal scanner to the supervisors car. Since it was now "OK" to carry scanners, I immediately started carrying my BC-250 each shift. (And yes, those magnetic anteneas really do hold tight at 100+ MPH, but they won't tolerate low branches.) They installed a BC-210XL in the K-9 car ("to monitor for mutual aid requests" they said, but both our K-9 officers are really closet scanner enthusiasts). Several other officers carry scanners of all types (there are usually more cars with scanners now on most shifts then not). Then they bought a Motorola MICOR 8-ch scanning radio for the supervisors car. Of course, AFTER they bought it they discovered it only had a 4 MHz "window", and most of what they wanted to monitor was in a different band (CHP=low band, SDSO=UHF) or outside the "window". Anyway.....

Someone recently requested to know the alpha-suffixes for SDPD. Here they are, straight from the official "yellow sheet:"

A=Agent (one promotion above patrolman)
B=Community Relations Officer
C=Captain
D=Detective
E=Enforcer (DUI team)
F=2 Officer Unit w/ trainee
G=Extra Unit if W and X already being used
H=2nd 2 Officer Unit w/ trainee
J=One Officer Unit
K=Two Officer Unit
L=Lieutenant
M=Motorcycle
N=Evidence Technition
O=Community Service Officer (non-sworn)
P=Parking Control
R=Reserve
S=Sergeant
T=Traffic
U=Two Officer "C" Squad Unit w/ trainee
V=School Task Force
W=One Officer Extra Unit
X=Two Officer Extra Unit
Y=One Officer "C" Squad
Z=Two Officer "C" Squad

Note: "C" Squad is the evening overlap/extra units, usually 1800-0200 or similiar.

Although I am a little slow to write back, I'd be happy to give you any information for the San Diego area you might need for the column.

From ERIC (CA-LA-045):

So long for this month's issue. Next month, expect to see a final wrap up of the 1984 Summer Olympic Games which have just recently ended here in Los Angeles. So - - - until next month when the control editor (and his typewriter) take control of your Newsletter! Have a Fantastic month - until we find you again Same Bat-Time, Same Bat-Channel!

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

Greetings and welcome to another edition of the Railroads Column. We have some reader contributions this month, but first a brief followup to our PBX listings of the past two months. In August we had question marks for both of the Southern Pacific's Kansas City Division PBX frequencies. Now that the new FCC microfiche (dated Jan/Feb 1984) has arrived, we find that 161.220 and 161.340 are licensed to SP subsidiary St. Louis Southwestern at Herington and Maple Hill KS, and to Southern Pacific itself at Kansas City KS. The SP list shows F2 in use at Kansas City and Maple Hill and F3 in use at Herington. In other SP areas, F2 is the lower of the two frequencies in use, so F2 is probably 161.220 and F3 is probably 161.340. If any member in the Kansas area could verify these as PBX channels we would appreciate it. The FCC files do not give any indication what the input frequency is, and we would be interested in that information also.

In the September newsletter, we mentioned that Burlington Northern has installed a PBX system in the Chicago area using 160.425 as the output frequency. This was formerly a piggyback channel; does anyone know what frequency is being used for piggyback now? A search of the FCC microfiche shows that the PBX transmitter is located at the corner of Oakwood & Warren St. in Downers Grove IL, and that the input frequency is 160.935 MHz.

LA SALLE & BUREAU COUNTY

contributed by ROBERT STOFFEL (CA-OR-026)

An article in the July 1984 edition of Cellular Business magazine says that the LaSalle & Bureau County Railroad of Chicago has become the first U. S. railroad to install cellular telephones in its locomotives. The company operates four locomotives on 30 miles of track between downtown Chicago and suburban Blue Island, and its line has many grade crossings with tracks of larger railroads. Before installation of the cellular phones last January, crewmen of the LSBC had to leave their engine and go to a regular telephone to call mainline towers for permission to cross mainline tracks of other roads. Now the calls can be made enroute and permission obtained before arrival at the crossings, saving lots of time. The crews also use the cellular phones to communicate with their own office.

The LSBC signed up with Ameritech Mobile Communications for that company's "Line One" service. Officials of the railroad say that the system saves the company hundreds of dollars a month in overtime and will pay for itself within six months. An accompanying picture shows the cellular phone in use, but also shows the control head of a Motorola VHF railroad radio in one of the locomotive cabs. We wonder whether LSBC is still using its VHF channel on 160.635 MHz, which it shares with the RTA commuter train operation, or whether they have allowed RTA to take over full use of the frequency.

Robert says he enjoys our column, but would like to see more Southern California information. We have lots of members in So. Cal., so there should be lots of contributions. Here's one current item:

SOUTHERN PACIFIC POLICE

by BILL FARMER (CA-VE-010)

In the Los Angeles area, SP police have begun to use 161.205 for car-to-car communications. Base-to-car operations remain on 161.220 for the time being. The base is located at the Pacific Electric Building at 6th and Main in downtown Los Angeles. This base does not have coverage in the San Fernando Valley area, so future plans call for a base station on 161.205 to be constructed on Oat Mountain. It is not known how soon this will take place, but after it does the police dispatcher will be on 161.205.

SP presently shares 161.205 in the Los Angeles area with Pacific Railroad Society's Rail Watch operation. This is a volunteer crime prevention effort. SP police are also using 161.205 on the Tucson Division (Yuma AZ to and including El Paso TX) and Lafayette Division (Houston TX to New Orleans LA). 161.400 is in use on the San Antonio, Western, and Sacramento Divisions.

MINNEAPOLIS, NORTHFIELD & SOUTHERN

This railroad has been absorbed by the Soo Line and we have a report that use of MN&S's frequencies has been discontinued. Soo Line channels are now being used.

PRAIRIE TRUNK RAILWAY

contributed by DENNIS BIAGIOLI (IL-026)

A legal notice appeared in a Taylorville IL newspaper showing a map of this railroad's route. It begins at Springfield IL and runs in a southeasterly direction through Taylorville, Pana, and Fairfield, ending at Old Shawneetown IL. The line was formerly a Baltimore & Ohio branch line and is 183 miles long. The purpose of the legal notice is not clear, but it does state that the line is anticipated to be subject to abandonment within three years. (Ed. Note: a recent list from the National Railway Historical Society indicates that this railroad's radio system is operating on 161.265 MHz.)

BALTIMORE RAPID TRANSIT

The new subway and surface rapid transit system in Baltimore began operation in November 1983. There are four frequencies in the railroad band assigned to this system according to the FCC files: 160.395, 161.085, 161.475, and 161.535. The Association of American Railroads assignment plan shows 161.565 instead of 161.535. Can anyone tell us what each channel is being used for?

1984 OLYMPICS ON RAILROAD CHANNEL

by BILL FARMER (CA-VE-010)

The Southern California Rapid Transit District has two channels in the railroad band assigned for its future subway system. Since subway construction has not yet begun, the channels are currently unused. During the 1984 Olympics, a police repeater was heard on 160.695. "Command Post 20" was heard talking to foot patrol officers using identification numbers in the 950 series. The command post was also heard talking to an aircraft which was sending TV pictures of traffic on streets and the Harbor Freeway near the Los Angeles Coliseum to the command post. The officer in the air was identified as "1 George 3". Possibly the aircraft was the Goodyear blimp "Columbia", which was being used for traffic surveillance during the Games.

BOSTON & MAINE and MBTA

by STEVEN DONNELL (NH-26)

BOSTON & MAINE:

161.160	Dispatcher to trains
161.520	Trains to dispatcher
161.400	Yard switching
161.370	Maintenance of way
161.310	Dispatch, commuter trains
160.800	Conrail & Amtrak road #1
161.070	Conrail & Amtrak road #2

Although the dispatch for the trains and maintenance is originated at B&M HQ in North Billerica, Mass., I am quite sure that the signals are remote transmitted from Mt. Agimenticus in York, Me. (Ed. Note: FCC files show numerous transmitter sites in Mass., and some in Maine, New Hampshire and New York.)

MBTA (BOSTON) TRANSIT:

470.6625	Police
470.6125	Orange Line
470.6375	Green Line

470.6875	Blue Line
153.775/158.775	Red Line (from my files—ed.)

Could anyone tell me the frequencies for the Maine Central Railroad? In particular, their Portland, Me. switchyard. Also the frequencies for any of the New England shortlines. Thanks.

Thanks for your contribution, Steve. We'll dig into our files to try and answer your questions. In Portland, Maine Central has a special switching channel because its regular yard channel is used by the Portland Terminal Company, a subsidiary of MEC.

NEW ENGLAND SHORTLINES

AROOSTOOK VALLEY (Presque Isle, ME):

464.950	Road

BANGOR & AROOSTOOK:

160.440	Ch 1	Road
160.920/160.230	Ch 2	North end dispatcher
160.740/160.320	Ch 3	South end dispatcher
160.680	Ch 4	Yard

BAY COLONY:

160.305/161.265	Road

BELFAST & MOOSEHEAD LAKE (Belfast, ME):

160.710/161.385	Road

BERLIN MILLS (Berlin, NH):

160.650	Road

CLAREMONT & CONCORD (Claremont, NH):

160.950	Road

CONWAY SCENIC (Conway, NH):

161.250	Tourist operations

FORE RIVER (Quincy, MA):

160.215	Road

GRAFTON & UPTON (Hopedale, MA):

160.245	Road

GREEN MOUNTAIN (VT):

160.605	Road & Repeater output
161.445	Repeater input
161.355	FCC license; unknown use

LAMOILLE VALLEY (VT):

160.230	Ch 1
161.340	Ch 2

MAINE CENTRAL:

160.620	Road
161.250	Yard: Waterville, Bangor, & Portland Terminal Co.
160.380	Yard: Portland

MOUNT WASHINGTON (NH):

151.895	FCC license: Mt. Washington Summit Road Co.

NORTH STRATFORD (Beecher Falls, VT):

161.550	Road

Railroads continued

PIONEER VALLEY (Westfield, MA):

160.335	FCC License; unknown use
161.085	FCC License; unknown use

PROVIDENCE & WORCESTER:

160.650	Ch 1 Road
161.100	Ch 2 Yard
160.890/160.755	Ch 3 Police, Maintenance of Way, Signal Dept.

VALLEY RAILROAD (Essex, CT):

152.360	Tourist operations

VERMONT RAILWAY:

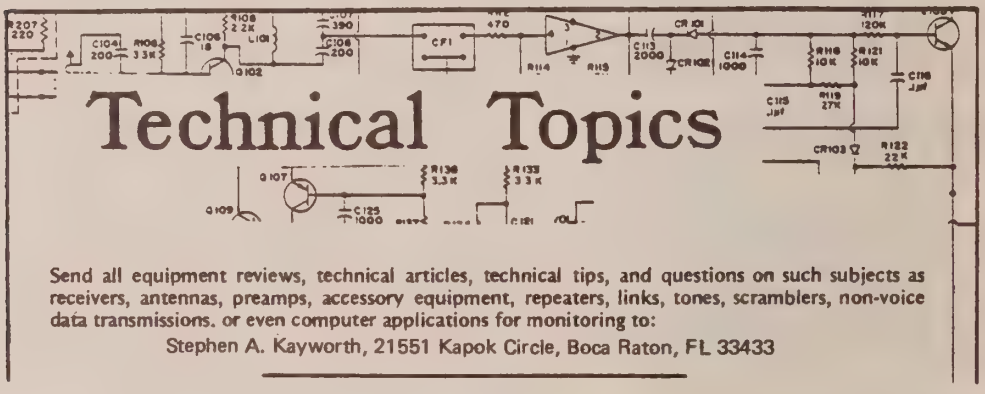
160.710	Road
161.010	Train to dispatcher
160.290	Dispatcher to train

WASHINGTON COUNTY (Barre, VT):

161.190	Road
160.470	

We hope this helps you in your monitoring endeavors, Steve. While you're out exploring, remember that new shortlines are springing up all the time, so if you discover any new ones, please let us know about them. That goes for all members in the rest of the country, too. We appreciate shortline info like Dennis and Robert sent us this month. Now we'll say so long until next time...

—Gary & Bill



Technical Topics

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions. or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

A NEW TECHNOLOGY

One thing that is becoming increasingly troublesome for two-way radio users and manufacturers alike is the ever-shrinking number of frequencies available to them. Users suffer with overcrowded channels and manufacturers suffer because, without available channels, it's hard to sell radios. One way that this problem is being approached by some manufacturers is to develop new technologies which make more efficient use of the radio spectrum we now have. One such technology is known as Amplitude Compandored Single Sideband or ACSB.

The main advantage of ACSB is its narrow bandwith - about 5 KHz compared to 30 KHz for a conventional FM channel or 15 KHz for FM sub-channels. It is estimated by some that 6 ACSB channels could fit in the space now used by one conventional FM channel!

The concept of ACSB is based on the older technology of single sideband (SSB) which is, in turn, a refinement of the still older technology of Amplitude modulation (AM). This month I will lay a foundation for an explanation of ACSB by first expaining AM and SSB.

Amplitude Modulation

Amplitude modulation is produced by varying the amplitude of an RF carrier wave. The rate at which the amplitude is changed is directly related to the frequency of the modulating sig-

nal (voice for example), and the amount of amplitude change is related to the strength or amplitude of the modulating signal - thus, amplitude modulation.

For the sake of this explanation, let's assume that we have an AM transmitter which operates on a carrier frequency of 10 MHz. Figure 1a shows what the waveform of the 10 MHz signal looks like with no signal modulating it. As you can see, it is a sine wave. Now, suppose we modulate the carrier wave with a 1 Khz audio tone (see figure 1b). Figure 1c shows what the new waveform looks like. This waveform is generally refered to as the modulation envelope. The amplitude of the modulating signal can be increased to the point shown in figure 1d. This is considered 100 % modulation. If the modulating signal were a voice the modulation envelope would change instantaneously with the frequency and amplitude of the voice.

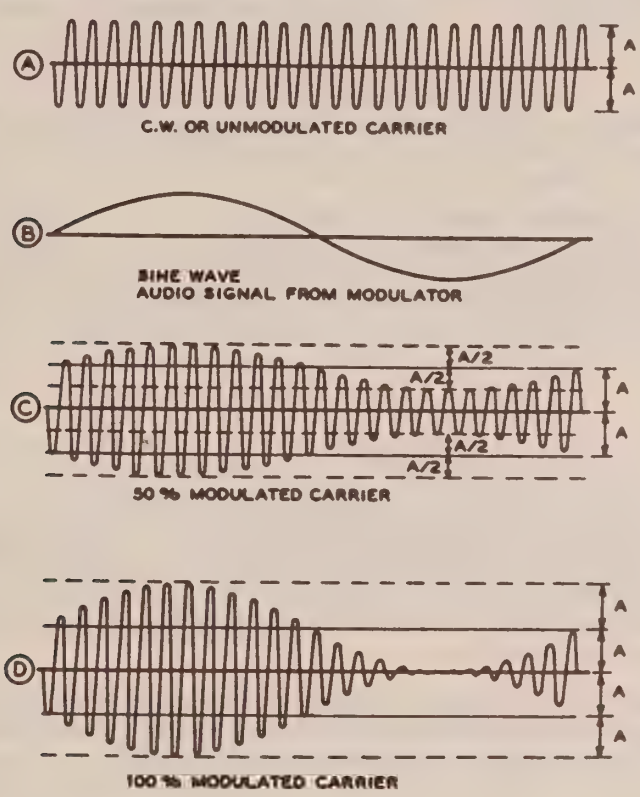


Figure 1

AMPLITUDE MODULATED WAVE

Top drawing (A) represents an unmodulated carrier wave; (B) shows the audio output of the modulator. Drawing (C) shows the audio signal impressed on the carrier wave to the extent of 50 per cent modulation; (D) shows the carrier with 100 per cent amplitude modulation.

Figure 2 shows what an unmodulated 10 MHz carrier wave looks like on a spectrum analyzer. There is just one peak representing the carrier wave. Whenever a carrier wave is modulated, sidebands are produced which fall above an below the carrier frequency. In the case of a 10 MHz carrier wave being modulated by a 1 KHz audio signal, the sidebands would fall at 10.001 and 9.999 Mhz or 1 KHz above and below the carrier wave. Figure 3 shows this graphically. As you can see, two additional peaks are present which represent the two sidebands above and below the carrier wave. The highest modulating frequency used in two-way communication is generally about 3 KHz. This being the case, if a 10 MHz carrier wave were modulated by a 3 KHz signal, the overall bandwidth of the signal would be 6 KHz. This signal would consist of the carrier wave at 10 MHz, the upper sideband at 10.003 MHz and the lower sideband at 9.997 MHz.

figure 2

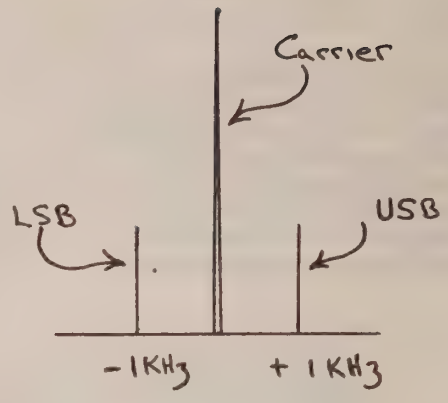


figure 3

Let's stop and think for a moment. There is no intelligence (voice modulation or whatever) contained in the waveform of an unmodulated carrier wave. It is only when the carrier wave is modulated that it contains intelligence, but where does the intelligence go? It is contained in the sidebands. This leads us to question the purpose of the carrier wave. Is it really necessary for the transmission of intelligence? The answer is no, and this brings us to single sideband.

Single Sideband

Much of the pioneering work on SSB was done by radio amateurs. The concept of SSB is based on the idea of transmitting only that part of the AM signal which contains the intelligence - the sidebands. At one time it was popular to transmit both sidebands for better fidelity, but this did not reduce the bandwidth of the signal, and as crowding on the amateur bands became worse, narrow bandwidth emissions became more desirable; thus, double sideband, as it was called, never really took hold.

An AM signal modulated at 100 % contains two-thirds of its power in the carrier wave and only one-third of the total power in the sidebands. The trick to SSB is to suppress the carrier wave and one of the sidebands, leaving only one sideband to be amplified and transmitted. By some estimates, SSB can give a 9 dB gain over AM and reduce the overall signal bandwidth as well.

Figure 4 shows the block diagram of an SSB transmitter. The carrier oscillator produces the carrier wave, and the speech amplifier raises the modulating signal to a useable level. Both signals are then fed into the balanced modulator where the carrier wave is modulated by the audio signal. The balanced modulator suppresses the carrier wave, leaving only the upper and lower sidebands (double sideband) at its output. The output of the balanced modulator is then fed to the filter.

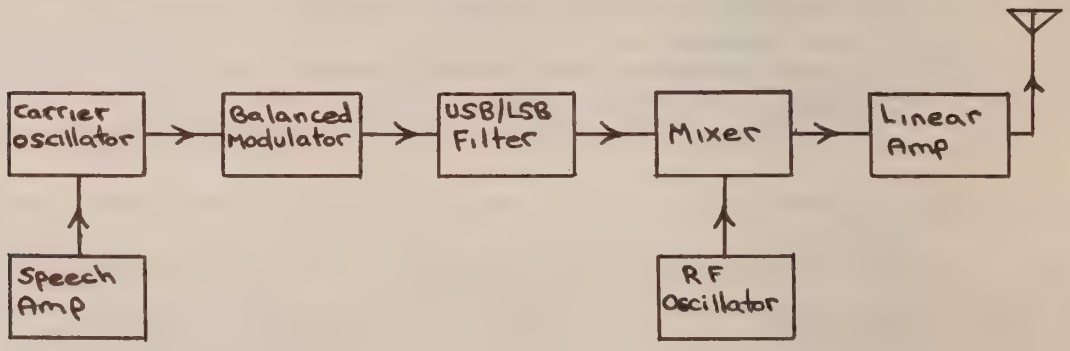


figure 4

The filter section is used to filter out one of the side bands. If upper sideband is desired, for example, the filter would be designed to suppress the lower sideband. In transmitters capable of operating on either sideband, there are usually two filters which can be switched in or out depending on which sideband is desired. The output of the filter is single sideband.

SSB signals cannot be frequency multiplied to get to their final operating frequency. Mixers are used instead. Quite often the carrier oscillator is operated at 9 MHz. If it were desired to operate the transmitter on the 20 meter amateur band, the RF oscillator could be operated at 5.25 MHz. The resulting mixer output would be 14.250 MHz. The negative mixer product would not be present due to filtering on the output of the mixer. Finally, the SSB signal is amplified by the linear amp and sent on to the antenna via a harmonic filter of some sort.

The carrier wave, which is suppressed in the transmission process, is returned to the signal in the product detector of the receiver. This effectively makes it an AM signal again, and the receiver treats it as such.

Next month I'll continue with an explanation of how all this relates to ACSB. I will also try to make a prediction as to the posibilities of being able to monitor these transmissions using existing equipment. Please join me next month.

Guidelines For Reviews

I have received equipment reviews from some of you, and I appreciate them all greatly. They help me to become familiar with equipment that I don't have access to. Here are a few review guidlines for any of you who have been considering making a contribution to the column in this way.

First, have a plan. Before you start to write, decide what point you want your review to make. You may want to tell your readers that the scanner being reviewed does a good job for you and that you would recommend it to others. The rest of your review should keep pointing back to this idea. This doesn't mean that you can't make critical comments about some aspect or feature of the scanner that you find lacking, but you should bring the direction of your comments back to your main point.

Try to follow the B-M-E principle. Write your review so that it has a Beginning, a Middle, and an End. The Beginning should introduce your topic and state your main point. The middle should expand on and further explain your topic. The end should be a conclusion and restatement of your main point. For example, if you state in the introduction of your review that, despite some awkwardly placed controls and some ambiguous information in the owner's manual, you are pleased with the "Brand X" scanner, then you should proceed to support this statement in the middle, or body, of your review. This approach leaves you plenty of room to criticize yet still end on a positive note.

Be yourself when you write. Don't try to write things in a way that you wouldn't normally say them. You will be best understood if you write this way.

One way to approach the actual review of a scanner is to start with a general description of the unit. State what the manufacturer's specifications are. You might describe how the unit was packed. This can be revealing at times. You can describe how well the unit operates. Discuss things like audio quality, apparent sensitivity, squelch operation and display brightness. If you have access to test equipment, you can make measurements on the scanner and see if it meets the manufacturer's claims.

There are two aspects to every review. One is objective and the other is subjective. The objectve part concerns whether the unit does what the manufacturer says it's supposed to do. This part is easy, but the subjective part is hard to deal with at times. I have received reviews on the same unit from different people - one loved it while the other hated it. If you feel that something is wrong with a scanner, it's ok to say so, but be sure and attribute your feelings to yourself and not put them forth as fact. Others may not agree with your opinion.

Don't hesitate to use a dictionary. I am one of the world worst spellers, so I keep a dictionary nearby whenever I am writing anything. It sure helps.

The last suggestion I have is to refrain from making derogatory remarks about the manufacturer of a piece of equipment. I have had some reviews sent to me that contain what I consider to be libelous statements, and I won't print them.

These suggestions are not the last word on writing reviews. I'm sure you can add a lot to the list. Please do and please write.

Pandora's Box: An Update

Dale tells me that he has been getting some cards, and he has been computerizing the information they contain. I have also received many positive comments about the idea of the box. I hope you will send a card to Dale if you having anything to put in Pandora's Box.

Welcome Bob

I would like to take this opportunity to welcome Bob Cheek to the RCMA Newletter as editor of the new computer column. I know he will do a great job. He has been a big help to me in my computing endeavors. Welcome Bob and Good luck.

Till next month,

Steve

Note: Figure 1 was reprinted from The Radio Handbook, 15th edition. Author: William I. Orr

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your OCTOBER VHF MARINE COLUMN.

This month we will take a look at the Marine Interests in the Bay Area of San Francisco,Ca..The column is entitled "California Dreaming".

Our first report comes from David (CA-SF-025) and his information concerns the San Francisco area.

David states that the Coast Guard Station at Fort Point has acquired a small,fast and sleek speed boat.

The following list shows all components of the 12th. Coast Guard District and assignments for all commissioned vessels of that district. David has added notes on equipment assigned to the Pacific Strike Team and the Emergency Communications Mobile Unit.

12th.Coast Guard District

Commander,Pacific Area,Alameda
12th.District Office,Alameda
Training Center,Petaluma
Reserve Schools,Alameda
Support Center,Alameda
Air Station,Humboldt Bay
Air Station,San Francisco
Loran-C Station,Middletown
Port Safety Station,Concord
Recruiting Office,San Francisco
Pacific Strike Team,Hamilton Reserve Field
Marine Safety Office,Alameda
Vessel Traffic Service, San Francisco
Air Station,Sacramento
Communications Center,Point Reyes
Loran-C Station,Fallon (Nevada)
Recruiting Office,Fresno
Recruiting Office,Sacramento

Group Humboldt Bay Office,McKinleyville:

**Station Humboldy Bay
**Klamath River Patrol (Summer Only)

Group San Francisco,Yerba Buena Island:

**Base San Francisco
**Aids to Navigation Team,San Francisco
**Station Bodega Bay
**Station Fort Point,San Francisco
**Station Lake Tahoe
**Station Mare Island,Vallejo
**Station Rio Vista
**Aids to Navigation team,Rio Vista

Group Monterey:

**Station Monterey
**Aids to Navigation Team,Monterey
**Station Santa Cruz (Summer Only)

Note: The 12th. District also operates an emergency communications trailer & a four wheel drive vehicle which is capable of transmitting on nearly any frequency. The trailer also has its own generator.

The Marine Safety Office in San Francisco also operates a speedboat, complete with trailer & towing vehicle,to assist in its activities.

Pacific Strike Team is a pollution response unit. It can be transported by air,ground or sea. Their equipment includes a large trailer (moving van type) and a driving vehicle.

378ft.High Endurance Cutters:

USCGC Midgett (WHEC-726),Alameda
USCGC Morgenthau (WHEC-722),Alameda
USCGC Rush (WHEC-723),Alameda
USCGC Sherman (WHEC-720),Alameda

180ft.Medium Endurance Cutter:

USCGC Clover (WMEC-292),Eureka

180ft.Buoy Tender:

USCGC Blackhaw (WLB-390),Yerba Buena Island

95ft. Cutters:

USCGC Cape Cross (WPB-95321),Crescent City
USCGC Cape Hedge (WPB-95311),Morro Bay
USCGC Cape Wash (WPB-95310),Morro Bay

82ft. Cutters:

USCGC Point Barrow (WPB-82348),Monterey
USCGC Point Chico (WPB-82339),Bodega Bay
USCGC Point Heyer (WPB-82369),Yerba Buena Island
USCGC Point Ledge (WPB-82334),Fort Bragg
USCGC Point Winslow (WPB-82360),Eureka

David also states that he toured the Radio Communications Facility at Point Reyes last year.The facility consists of a radio building,a nearby field of towers and antennas and barracks located in a nearby village.The communications frequencies are mostly all shortwave and the purposes include weather,tracking and related marine functions.

Just last week the Coast Guard helped fight a large general alarm pier fire in San Francisco.The Vessel Traffic Service Channel 156.650 Mhz, was used to establish point to point communications between Coast Guard boats and the San Francisco Fire Department during the pier fire.

David says the the preceding information was obtained from a pamphlet issued by the U.S.Coast Guard 12th.District Public Affairs Office at Alameda (Government Island)dated May 1983.

Our next report comes from Jim (CA-SF-030).His report also covers the San Francisco bay area.

Jim sends the following additional information on our column concering Pilot Boats.The San Francisco Bar Pilots Association looks good execpt the call sign for their base is KMG-389.The base was heard on 156.500 and the vessels were heard on 156.500,156.900 & 156.800.The pilot boat "California" WYZ-8288 also provides weather information to Coast Guard Group San Francisco on 157.100.

Jim says that you can also add the following to the list of Pilots:

California Inland Pilots Association,San Francisco

Base (WHU-411) It ID's as "Inland Pilot" on 156.900.He has not been able to check out the names of their vessels

Corrections to the JUNE 1984 NOAA Bay Area Station Listings:
162.400 - KEC-49 - Redwood City
162.400 - KIH-30 - Point Arena (A new addition)
162.550 - KHB-49 - Redwood City

Jim has also noticed that the Coast Gusrd Rescue Helicopters and the 41 foot cutters can communicate on 154.280,the nationwide fire mutual aid channel (known here as "FIRE-WHITE",in the bay area).Also Jim has noted rare U.S.Navy traffic on 157.050.These loggings occurred oly during emergencies (Rescues,Pier Fires,etc.)

Bay Area Loggings

156.300 - - Alameda N.A.S. Port Services
156.450 - - Navy Tug Control

VHF Marine continued

156.450 - WHF-796 - Morrison-Knudsen Co.,S.F.(ID's as "Ocean Beach")
156.500 - KEA-988 - Williams-Diamond & Co.,S.F.
156.600 - WXZ-332 - City of Villejo-(ID's as "Vallejo Harbormaster")
156.725 - WHG-842 - American Navigation,S.F.(ID's as "Pier 26")
156.900 - WHG-842 - American Navigation,S.F.(ID's as "Pier 26")
156.900 - KBP-386 - Tug Communications,Inc.Vacanville
ID's as "Port of Sacramento"
157.050 - - Alameda N.A.S. Port Services
157.050 - - Coast Guard Air Station(S.F.International Airport)
157.050 - - Coast Guard Marine Safety Office(ID's as "MSO")
157.075 - - Coast Guard Marine Safety Office(ID's as "MSO")

Fireboats Heard: 156.800/154.280 - City of Oakland Fireboat
Fireboat Phoenix

Coast Guard Helicopters: 157.050/054.280 - Rescue 1388 & 1395

Coast Guard Vessels: 44385
55101
224514 - MSO Boat
Cutter Point Heyer
32331
30606

Coast Guard Auxiliary: (Base Stations)

157.175 - Foster City
Hayward
Union City

The following are some selected Bay Area Listings:

Alameda:

Oakland Yacht Club - WXY-901 - 156.425,156.800
Ballena Bay Yacht Club - WXZ-437 - 156.425,156.800
Boy Scouts of America - KRS-867 - 156.450,156.800
Smith-Rice Co. - WHG-695 - 156.500,156.700,156.800
B.P.Communications - WQZ-414 - 156.500,156.800

Richmond:

City of Richmond - WHU-259 - 156.425,156.450,156.800,156.925,157.100
Port Richmond Ship - WHU-299 - 156.800,157.025

Oakland:

American President Lines - KMD-230 - 156.350,156.800
Pacific Marine Elect. - KTR-902 - 156.450,156.800
Sea Land Service Inc. - KSW - 156.500,156.675,156.800
United States Lines - KWS-643 - 156.500,156.800
Oscar Niemeth Towing - WHF-851 - 156.700,156.800,156.900
Pacific Telephone & Telegraph - KXR-924 - 156.800,157.225,157.250,
157.300
Pacific Telephone & Telegraph - KMH-828 - 156.800,161.825,161.900,
161.975
Unitor Ships Service - WHF-809 - 156.800,156.975

San Leandro:

City of San Leandro - KRS-851 - 156.425,156.600,156.675,156.800
San Leandro Yacht Club - KZA-927 - 156.425,156.600,156.800
Spinnaker Yacht Club - WRV-526 - 156.425,156.600,156.800

South San Francisco:

Oyster Point Yacht Club - KVR-403 - 156.425,156.600,156.800

Stinson Beach:

Point Reyes Bird Observatory - WHG-698 - 156.425,156.600,156.800,
157.025

VHF Marine continued

Barbara E. Alban - WDT-528 - 156.800,156.900
William Wachtell - WRD-843 - 156.800,156.900

San Mateo:

San Mateo County - KUZ-415 - 156.425,156.600,156.675,156.800
Coyote Point Power - KXR-919 - 156.425,156.800
Cames Marine Towing - KZJ-391 - 156.550,156.600,156.800

Well that is about all of the space that we have for this month. Write in with some information from your area or vacation.Future columns will include the Cape Cod,Ma. area and the Gulf Coast Area and a story about the EX-Presidential Yacht "Sequoia" plus lots more. Lets keep up the good work and overload me with work.I would like to thank all of you who send in data/information;without you their would be no column.

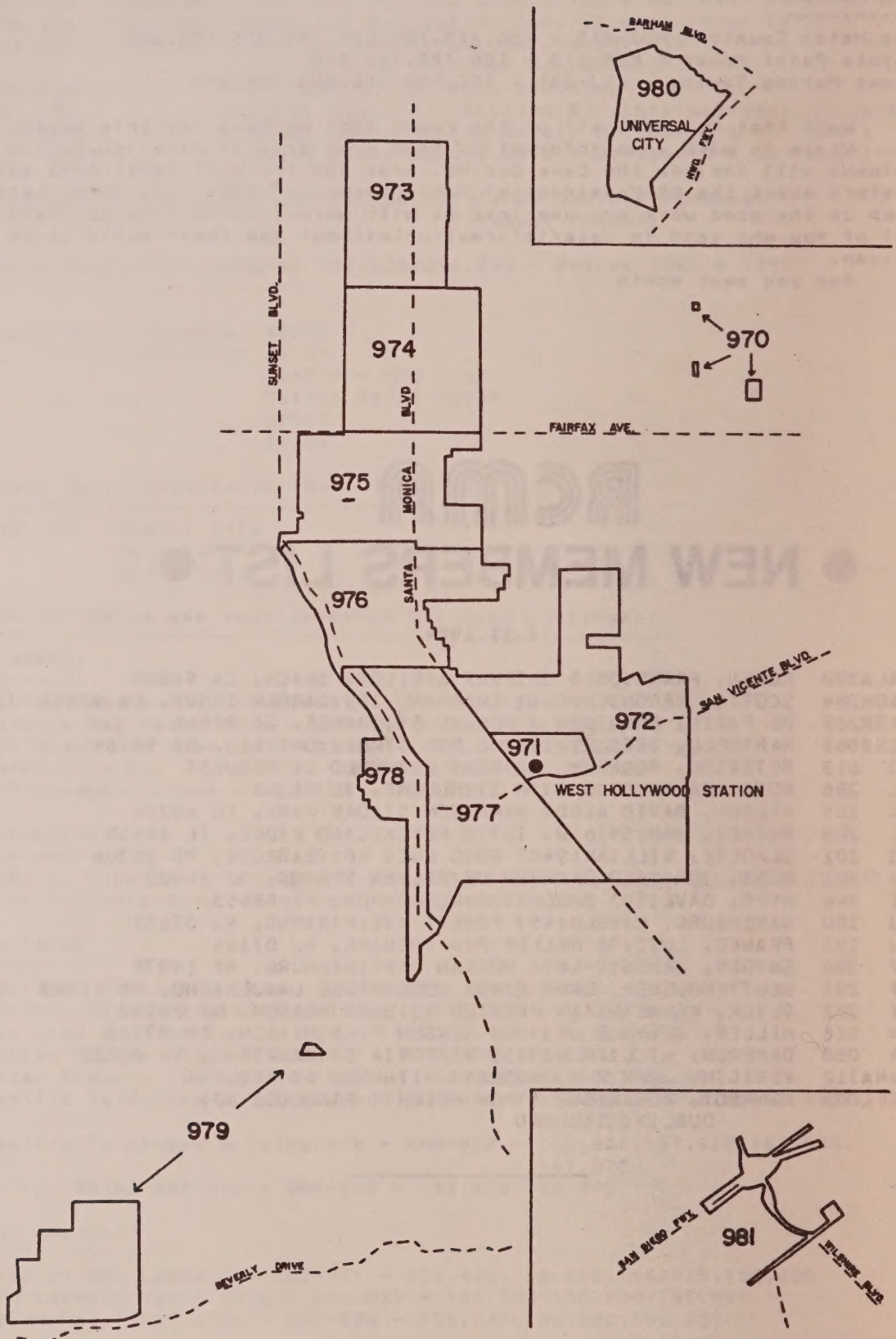
See you next month

RCMA

• NEW MEMBERS LIST •

7 31 1984

CALA590	KUEHN, FRANK;3513 SHIPWAY AVE;LONG BEACH, CA 90808
CAOR284	SCOTTI, VERONICA;9411 CHAPMAN 163;GARDEN GROVE, CA 92641
CAOR285	DE FAZIO, DON;2099 N NORDIC ST;ORANGE, CA 92665
CASB063	HAMSDELL, GREGORY;1984 E 5TH STREET;ONTARIO, CA 91764
ID 013	PETERSON, RODNEY* ADDRESS WITHHELD BY REQUEST
IL 286	ROSS, BARRY;4100 27TH ST;MOLINE, IL 61265
IL 287	WILSON, DAVID A;804 HARRISON ST;OAK PARK, IL 60304
IL 288	HUGHES, DAN;5916 W. 107TH PL;CHICAGO RIDGE, IL 60415
MD 101	SCHOLTZ, WILLIAM;9407 GOOD LUCK RD;SEABROOK, MD 20706
MD 102	BOSS, JON;1620 OAKVIEW DR;SILVER SPRING, MD 20903
MI 146	MYER, DAVE;302 BROOKSIDE;ROSCOMMON, MI 48653
NJ 190	BARENBURG, HAROLD;457 FOREST AVE;PARAMUS, NJ 07652
NJ 191	FRANCO, LUIS;92 HELLER PKWY;NEWARK, NJ 07104
NY 290	SNYDER, JAMES;S-4874 MORGAN PKWY;HAMBURG, NY 14075
NY 291	BEUTTENMULLER, GARY E;402 WOODBRIDGE LA;JERICHO, NY 11753
NY 292	GLICK, KENNETH;714 PRESTON RD;EAST MEADOW, NY 24712
TN 026	MILLER, GLENN E JR;7903 HIXSON PIKE;HIXSON, TN 37343
VA 088	DAMERON, WILLIAM H;9415 VICTORIA ST;MANASSAS, VA 22110
CANA112	VERIGIN, JOHN P * ADDRESS WITHHELD BY REQUEST
IREL003	KENNEDY, RONAN;342 TYMOW HEIGHTS FIRHOUSE RD; DUBLIN, IRELAND



WEST HOLLYWOOD AREA

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

The date printed after the membership number on your newsletter mailing label shows the last month of your current membership. It is important to renew your membership by that date, as promptness on your part ensures uninterrupted delivery of the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. Therefore, it is possible that your check or money order can be received — and even deposited — and your next issue will contain the statement "renewal overdue" on the mailing label. This simply means that your renewal was received after the cut-off date for runnning updated mailing labels.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

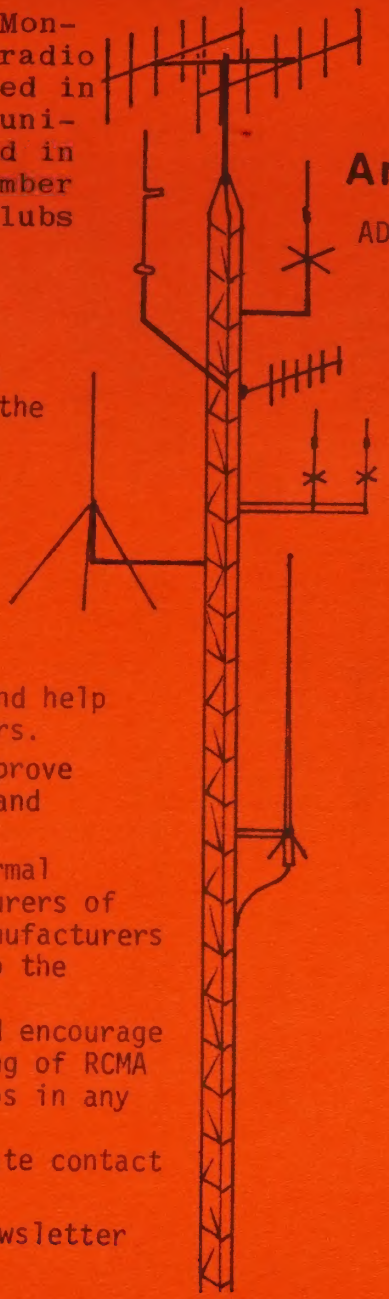
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

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